

# The Northwest.

Devoted to the Development of the New Northwestern States and Territories.

VOL. I.—No. 7.

NEW YORK, JULY, 1883.

PRICE TEN CENTS.

## TOWER FALLS, YELLOWSTONE NATIONAL PARK.

From the "Yellowstone Park," a manual for tourists, written by Henry J. Winsor, and just published by Geo. P. Putnam's Sons, New York, we take the following description of this beautiful cascade.

Tower Creek, which is a rapid, snow-fed brook, twelve or fifteen feet wide and one or two feet deep, joins the Yellowstone. The creek flows for about ten miles through a narrow, rugged and precipitous cañon, enclosed by walls 300 to 400 feet high. Two hundred yards above its entrance into the Yellowstone, the stream pours over an abrupt descent of 132 feet into a deep, gloomy gorge, so narrow that the sun's rays scarcely penetrate it. The falls are not unlike those of "Minnehaha," inasmuch as there is a clear, safe passage between them and the wall behind them, but they have eight or ten times the mass of water and are three or four times as high. These falls are surrounded by columns of volcanic breccia, rising fifty feet above them, standing like the towers of some mediæval fortress. Describing these columns, Mr. N. P. Langford, first Superintendent of the Park, said:

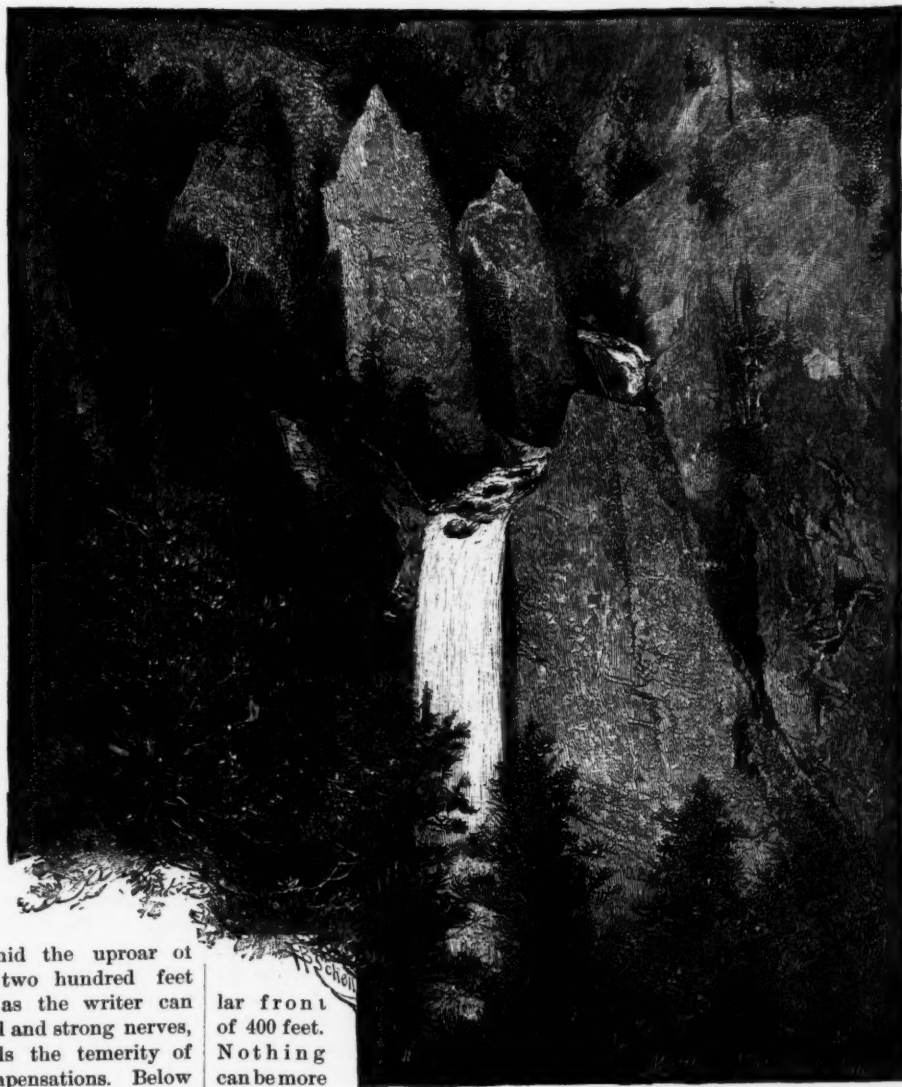
"Some resemble towers, others the spires of churches, and others still shoot up little and slender as the minarets of a mosque. Some of the loftiest of these formations, standing upon the very brink of the falls, are accessible to an expert and adventurous climber. The position attained on one of these narrow summits, amid the uproar of waters, to the height of two hundred feet above the boiling chasm, as the writer can affirm, requires a steady head and strong nerves, yet the view which rewards the temerity of the exploit is full of compensations. Below the fall the stream descends in numerous rapids, with frightful velocity, through a gloomy gorge to its union with the Yellowstone. Its bed is filled with enormous boulders, against which the rushing waters break with great fury. Many of the capricious formations wrought from the shale excite merriment as well as wonder. Of this kind, especially, is the huge mass, sixty feet in height, which, from its supposed resemblance to the proverbial foot of his satanic majesty, is called the Devil's Hoof. The scenery of mountain, rock and forest surrounding the falls is very beautiful. The name of Tower Falls was, of course, sug-

gested by some of the most conspicuous features of the scenery."

The following is an extract from the report of Lieut. Doane, U. S. A., who escorted Mr. Langford's party:

"The sides of the chasm are worn into caverns lined with various tinted mosses, nourished by clouds of spray which arise from the cataract; while above and to the left, a spur from the great plateau rises over all with a perpendicu-

following the stream upward through the majestic gateway to the foot of the cataract. One of the most convenient camping-places in the Park is two hundred yards above the falls, with an abundant supply of grass, wood and water. The fishing in the Yellowstone, near the mouth of Tower Creek, is nowhere excelled, trout being abundant and grayling also; and the mountains in the vicinity are the haunts of elk and other noble game.



TOWER FALLS, YELLOWSTONE NATIONAL PARK.

lar front of 400 feet. Nothing can be more chastely beautiful than this lovely cascade, hid away in the dim lights of overshadowing rocks and woods; its very voice hushed to a low murmur unheard at a distance of a few hundred yards. Thousands might pass within a half mile and not dream of its existence; but once seen, it passes to the list of most pleasant memories."

An excellent view of these falls may be had by ascending the cliff above them. But, by far the best and most satisfactory prospect is obtained by walking down to the mouth of Tower Creek and

STEPS have been taken to secure increased mail facilities for the Yellowstone National Park, and the Post-office Department now has the matter under advisement. It is calculated that 25,000 tourists will visit the Park this summer. These visitors will come from all parts of the world. The hotel at the Mammoth Hot Springs, when finished, will be 400 feet long and four stories high, with "L" extensions, a tower in the centre, Queen Anne windows, and a veranda entirely around it. All the improvements will be made to please the eye, as well as for convenience and comfort.

The accommodation this season will be of a temporary character, as only part of the hotel can be completed by August 1st—the date the branch line from Livingston will be opened. Tents will be provided, however, and it is expected that no inconvenience will be experienced from a lack of provisions, which otherwise visitors would have to take with them.

THE Jamestown Capital, in a recent issue, says: "We would like to see our river called by its true name, the Dakota River, instead of the James, which has been so much corrupted into the vulgar nickname of 'Jim.'"

As has been often remarked, ours is pre-eminently the river of Dakota. It rises in the north and runs almost the whole length of the Territory, watering a great extent of country, the richest and most productive on the face of the earth. The river begins and ends in Dakota, whilst the Missouri does neither, although it is a larger stream and waters even a greater extent of country within the borders of the Territory. The name Dakota River has a more dignified sound and is free from the danger of being nicknamed."

## NOTES OF NORTHWESTERN TRAVEL.

## Up the Yellowstone and over the Belt Range.

*Special Correspondence of The Northwest.*

BOZEMAN, MONTANA, May 25th.

A year ago Glendive, the town where the Northern Pacific Railroad enters the Yellowstone Valley, was a discouraging huddle of dirty cabins; now it is a well-appearing little town, with many neatly painted frame houses, a street where all sorts of merchandize are sold, and a large hotel. The town site is an attractive one, occupying a broad plateau between the swift Yellow River and the grotesque brown ridges of Bad Land formations which bound the valley on the south. There is much good land in the bottoms above and below the town, and the rolling prairie beyond the river is believed to be all valuable for cultivation. The hotel is named for Col. Lewis Merrill of the army, an authority on all the Yellowstone country, who gained a national reputation by breaking up the Ku Klux organization in the upper counties of South Carolina in 1870.

Settlement along the Yellowstone, above Glendive, is progressing slowly. Still, there are ranches established here and there upon the lower bench of bottom lands, and in going to Miles City one is rarely out of sight of a house and a plowed field, where in the spring of 1882 nobody lived. The farmers are cautious about going back from the immediate vicinity of the stream, fearing a want of sufficient moisture for crops. The opinion among them seems to be that the second bench must be irrigated. Those who have a few fields on the lower bottoms and small herds of cattle to range on the hills and the unclaimed valley land near by, find themselves "well fixed," as the Western expression is. They raise heavy crops of wheat, oats and potatoes, and can sell their three-year-old cattle at \$40 apiece.

## GROWTH OF MILES CITY.

In spite of the stealings of a ring of thieves lately displaced from the county offices of Custer County, and in spite of the misfortune of having all the railroad trains pass late at night, the metropolis of the middle Yellowstone country has grown rapidly during the past year—a substantial growth, too. Many good buildings of brick and wood have been put up since my first visit, and the number of dwellings has increased fully one-third. There is a notable falling off in the saloon and gambling house classes, and an equally notable accession of the better elements of society. Three churches have been built, and the people have determined to erect a large building for a graded school this summer. The population is probably not less than 2,500. South of the town the Tongue River Valley is already fairly well settled with farmers, for fifty miles. North of Miles the country is a high rolling plateau, covered with bunch grass. In that section there are as good locations for cattle and sheep ranches still unoccupied, as can be found anywhere in Montana.

## FROM MILES CITY TO BILLINGS.

All the talk in the upper Yellowstone country is about sheep and cattle. Young stock bring such high prices in this region that men who come in to start new ranches find it profitable to go back to Iowa or Illinois, buy animals, and ship them on by rail rather than purchase from the old Montana ranches. It looks a little singular to see long trains loaded with young cattle and sheep moving West, but the spectacle is the best possible evidence of the profitable character of the wool-growing and stock-raising business on the bunch-grass ranges of eastern Montana.

The Billings people are a little discouraged by the quiet appearance of their town of late, and somewhat apprehensive that its future growth will not be rapid unless it is made the junction of

a branch railroad to the coal fields and to Benton on the upper Missouri. They should reflect that the excitement of creating a new town on the frontier cannot be expected to last long, and should remember that they have abundant reason to be content with the building up of a place of nearly 2,000 inhabitants in a year's time, and with making it a centre of trade for an area of country stretching out a hundred miles in every direction. Billings is already an important commercial point, and its importance will grow with the settlement of the valley and of the Musselshell country directly tributary to it. When the Crow Indian Reservation, now almost as large as the State of Massachusetts, is cut down to a reasonable size, Billings will be greatly benefited. An immense amount of farming and grazing land, of which the Indians make no use, will then be opened to settlement. A noticeable recent addition to the substantial buildings of the town is a handsome brick church-edifice, the gift of the Hon. Frederick Billings of Woodstock, Vermont. Mr. Billings has recently informed the citizens that whenever they decide on plans for a public school building he will contribute towards the expense of its erection.

## LIVINGSTON AND THE UPPER YELLOWSTONE.

The Clark's Fork Bottom above Billings, as pretty a thirty-mile stretch of farming land as one would wish to see, and soon to be irrigated for its entire length by a main ditch taken out of the river, is already dotted with farm houses. At its upper end the village and farming colony of Park City count perhaps two hundred inhabitants. Some good friends in Billings drove me up to the top of the high bluffs, back of that place, for a view of the valley and the mountain ranges on the western and southern horizon. A prospect combining more striking features of grandeur and beauty one could hardly find nearer than Switzerland. Beyond the smiling green valley and the winding, glistening river, rise white, gigantic masses of mountains. These snowy ranges are so lofty, and in some conditions of the atmosphere so ethereal, that the surprise of an Eastern tourist, who had never seen high mountains before, was quite natural. Standing on the platform of a Pullman car, going up the valley, his eye caught the white, gleaming bulwark on the western horizon. "Conductor, those clouds look very much like mountains," he said. "Clouds; what clouds?" replied the conductor, looking around the clear, blue sky. "Out there; just ahead of us." "Those are not clouds; they are the mountains at the head of the valley." "Good gracious!" exclaimed the traveler, who had got his conception of mountains from the Alleghanies or the Adirondacks, "those white things way up in the sky mountains! Well, well; this is worth coming all the way from New York to see."

Livingston, the new town at the gate-way of the Lower Cañon of the Yellowstone, has a beautiful situation on a broad, green plateau, in face of the towering peaks first seen from the railroad nearly a hundred miles away down the valley. Here the railroad leaves the river and begins the ascent of the Belt Range, and from here diverges the National Park Branch now under construction, and to be completed in July. Livingston is now in the secondary stage of growth, having passed through the shack and shanty period, and begun the building of permanent structures. A long street of huts and hovels, grotesque in their rudeness, and inhabited by the driftwood of frontier society which always floats in advance of a railroad, still remains, but is hidden from the track by hundreds of smart frame buildings, the growth of the past two months. The people who have established themselves in this new town count upon it speedily becoming a place of importance. The railroad shops will give it a permanent population of 1,500, and the coal mines and limestone ledges near by, together with the tourist travel to

the Park and the cattle ranches in the hills, ought to add at least as many more. A large hotel will soon be built; in the meantime there are several small ones at which tourists, hunters and anglers for trout will find comfortable frontier accommodations.

## ACROSS THE MOUNTAINS TO BOZEMAN.

The railroad runs by a steady grade of 116 feet to the mile up from the Valley of the Yellowstone for twelve miles, till almost in sight of the portal of the tunnel being driven through the ridge. The tunnel cannot be opened before next winter, and the Northern Pacific engineers have managed to throw a short steep-grade road over the summit of the Pass for temporary use. A powerful engine pulls a baggage car, a coach and a Pullman sleeper up the heavy grade, and the freight trains are broken into sections and taken over four cars at a time. It is vastly more agreeable to ride over the mountain than to go through it. There are glorious views from both slopes, and you can get off at the summit long enough to pick a handful of wild tulips and shooting stars. The train runs down through the savage defile of Rocky Cañon, and out into the broad, fertile valley of the West Gallatin to the old, well-built prosperous town of Bozeman, which sits on the prairie amid swift streams and countless irrigating ditches, and thrives on the trade of a rich farming country. The town appears to have added fifty per cent to its population since I visited it a year ago, when I traveled 250 miles in a wagon to reach it. Perhaps it is the future city of central Montana, but its claim to this ambitious title is briskly disputed by Helena, the capital of the Territory.

At all events Bozeman is sure of doubling its present business and population when the living waters which rush down from the mountains are made to do greater service in irrigating the fertile lands of the broad valley. The place needs a good hotel badly, and also sufficient public spirit to build side-walks and put in gutters along the main street; but these will come in time, now that the railroad has arrived. The big school-house, the court-house, the churches, and the many new brick business blocks show that the town is fast emerging from the habits of a frontier trading village.

E. V. S.

## THE FIRST N. P. R. R. EXPEDITION.

*From the Missoula (Mont.) Missoulian.*

In the last week's Deer Lodge *New Northwest* Captain Mills contributes a leaf to history, detailing how himself, Dr. Mitchell, and a few other old-timers drove down to little Blackfoot in 1879 to meet Thomas N. Canfield and Engineer Roberts, Sam Wilkeson, and a few other N. P. advance agents, who were looking over "the proposed new railroad route." F. L. Worden and Captain Higgins were at that time keeping store on Front Street, and when the N. P. party came into Missoula via Pend d'Oreille Lake, they were not a little surprised to learn that they could be taken over the summit by wagons. Messrs. Higgins and Worden and David Pattee agreed to accompany them, and it was under their guidance that the party made the trip from Missoula to Deer Lodge, where they were joined by Granville Stuart and piloted to Wunderlich's. Mr. Worden says the Canfield party did cross the mountains and get two miles beyond the summit ere they discovered the fact; but there was no fooling Engineer Roberts. He had the fact down in his note-book in a moment after he reached the summit. Another incident Mr. Worden calls to mind that ought also to join the *Northwest* scrap of history. As the party were proceeding up the Hell Gate cañon, Mr. Wilkeson quietly remarked: "They tell us there is no timber along this route; I notice there are actually spaces of *thir'y* feet where there isn't a tree."



## NEW SHIPPING DOCKS AT SEATTLE.

*From the Portland News.*

In an interview, yesterday, with John L. Howard, Assistant Manager of the Oregon Improvement Company, who left this morning for Seattle, the following facts concerning his official visit to that point, and also the future movements contemplated by the company, were gleaned: The coal-bunkers which were burned on the 13th of May last, by the same fire which destroyed the steamer "Mississippi," are to be rebuilt, and on a larger scale. The trestle-work superstructure has already been reconstructed, so that the wharf has as large a shipping capacity as ever. Orders have been issued by the company to rebuild the storage pocket on the wharf, which will then hold 2,800 tons of coal. The coal comes from the Newcastle mines, belonging to the company, and situated twenty miles from Seattle. These mines are now yielding nearly 800 tons a day, and are capable of producing 1,000 tons, if a force large enough is put at work on them. In connection with this, it was learned that the railroad running out of Seattle, now a narrow-gauge, will be changed to a standard gauge, and extended up the Cedar River about twenty-six miles, to reach the newly-discovered coal-lands in that section. Surveying parties are now in the field, and part of the material necessary is on hand. Construction will be commenced immediately, with a view, if possible, of completing the line before the year closes. The company also expects to build a second freight wharf at Seattle, with warehouses capable of holding over 5,000 tons of grain; this, with the warehouses already there, will give a total storage capacity of 8,000 tons, which is liable to be largely extended. Six steamers can be accommodated at these wharves at one time, and it is expected that both wharves will soon contain railroad tracks, in order to connect shipping cars. These improvements are made necessary by the very rapid growth of business at this point. When the railroads are completed it is believed that the volume of trade will be made still larger. It is confidently expected that the coal fields, which are drained by the lines terminating at Seattle, will, in a few years, supply a large part of the coal demand of the North Pacific Coast.

## TURNING A DESERT INTO WHEAT FIELDS.

*From the Portland West Shore.*

Twenty years ago it was generally supposed all the valuable agricultural land in that portion of Oregon and Washington lying between the Columbia and Snake Rivers and the Blue Mountains had been taken up. This consisted of the rich bottom lands along the many small streams. A few years later it was discovered that the high bench lands lying back of these bottoms were

equal, if not superior, to them, for the production of grain. These were settled upon, and again it was given out that all the desirable land was taken; but settlers still pushed farther back and found good land, and grain fields appeared on the crest of the highest ridges and far up the sloping sides of the Blue Mountains. Though millions of acres lying near the Columbia were not occupied, it was again the prevailing opinion that all the desirable land had been taken up. The argument was, that the rainfall near the river was too light to mature a crop, and the region was popularly termed a desert. Three years ago, several large tracts of this despised land were taken by capitalists, and the result of two years

part it is due to business activity, which is increasing at an astonishing rate, and in part to the advent of large numbers from abroad, who come to see the country, with a design of making investments, engaging in commercial enterprises or securing lands. In no way, perhaps, can the rapid increase of our population and growth of business be so well appreciated as by taking note of the movement of passengers and freight on all our lines of transportation; and this movement is by no means

irregular or fitful, but steady and continuous. It is growing to proportions which promise to justify very soon the expectations of those who have invested so much money in our transportation lines. Everyone is surprised at the present press of travel on all cars and steamers as compared with the light movement of two or three years ago, to say nothing of time still further back; and the freight movement has increased in like proportion. Yet this is only the advance of great forces just commencing. Through railway connection will add immensely to its force and volume, and the changes of the next two years will vastly exceed those of the two last.

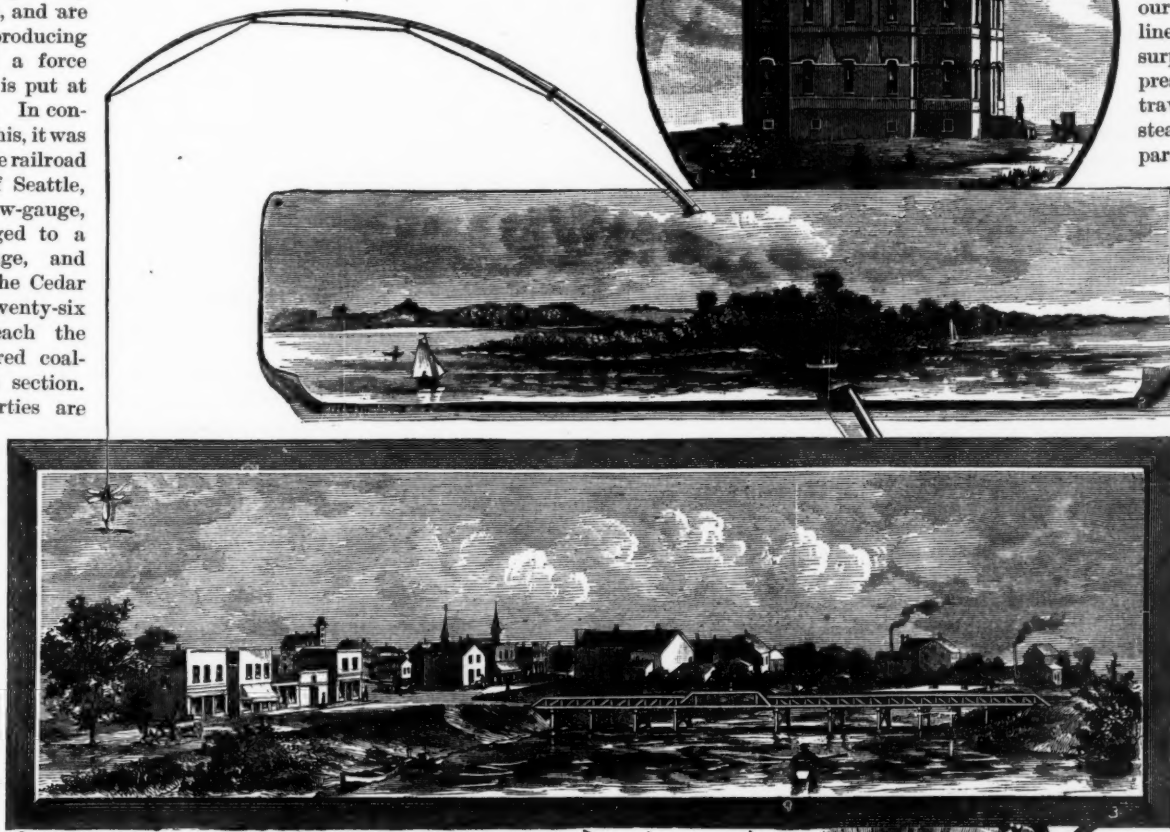
SOME account of Fergus Falls, the chief manufacturing and milling town of Northwestern Minnesota, was given in our corre-

spondence last month. Above we print two views in the town, and a glimpse of one of the neighboring lakes, from recent sketches by Baron von Schilling. Fergus Falls has a remarkably good water-power, supplied by the discharge from a group of lakes which feed the main branch of the Red River of the North. There is no appreciable variation in the volume of water which comes over the falls summer or winter, no spring freshets to sweep away the dams, and no failure of the supply in summer droughts. Numerous manufacturing concerns have been established during the past few years, and every year adds to the number. It is evident that the town will soon take rank among the great industrial centers of the Northwest. It has the double advantage of an excellent water-power and of a rich and attractive agricultural region surrounding it, and the railroad facilities are all that could be desired.

## THE PASSENGER MOVEMENT.

*From the Portland Oregonian.*

Movement of passengers on all lines of travel in Oregon and Washington is unprecedented. In



FERGUS FALLS, MINN.



## THE WEST FOR YOUNG MEN.

The New West and its Openings for Enterprising Men.

Z. L. White in Providence Star.

That was wise counsel, after all, that the honest, big-hearted friend of young men, Horace Greeley, gave when he wrote to a perplexed correspondent: "Go West, young man." Thoughtless people have laughed at it and made the injunction a byword, but it has caused thousands of young men to turn their faces towards the prairies and the mountains, and helped to fill the great and growing West with the men of push and enterprise who have developed it in population and wealth, in political power and intelligence, and made its advancement one of the wonders of the age.

Mr. Greeley knew, or thought he knew, the young man to whom he addressed this advice. He never encouraged a lazy, shiftless person to go West. He knew very well how useless it would be to advise such. Successful men do not grow in any soil—they are self-made, and Horace Greeley knew that energy and industry were as essential for success in the West as in the East. He had little sympathy for young men either in the East or in the West who expected to attain success in life without paying the price of it. Fortunes are not hewn out in the West any more than in the East by young men whose hands are encased in kid gloves. For those who hoped to attain wealth or fame, political influence or social position, without working up by honest toil from the lower rounds of the ladder of fortune, getting hard knocks and growing tough and strong under them, Horace Greeley had a supreme contempt, and if he stopped in his busy career to give them any advice at all, he was more likely than otherwise to tell them, in his impatience, to go to a place that is supposed to be better than an Illinois prairie in dog days.

Mr. Greeley's advice, "Go West, young man," holds as good to-day as it was when it was first written, and under the same conditions. The West is not yet full. Year by year it drafts off its contingent of many of the brightest and most promising young men in the Eastern States, and of the better class of immigrants from Europe, and still there is room enough and to spare for millions more of the right kind of people.

But the West of to-day is not the West of a quarter of a century ago which Mr. Greeley knew. He advised the young man to go to Wisconsin or Iowa, Kansas or Nebraska, Minnesota, or even Illinois. He expected that his correspondent would go into the timber or the prairie and open up a new farm, or that he would settle in one of the enterprising little villages that were then springing into existence with the extension of agriculture and begin as a merchant or professional man, not despising the day of small things, but "growing up with the country." The agricultural land that was then open for settlement has now been taken up; the embryo towns have become thriving cities and large villages. It requires ten dollars of capital to start in business in any of them now, where one dollar would have done a quarter or a third of a century ago, and the merchant or the professional man will meet with the same fierce competition there that he would have to face at home.

And in the place of the West of Mr. Greeley's day there has sprung up a new West, stretching from the Missouri River to the Pacific coast, into which the people have been pouring during the last few years like a flood. The boundless plains that only a few years ago were the western boundary of the settlements, and across which wearily toiled the stage-coach, the pony express and the "prairie schooner" of the gold-seeker, bound for Pike's Peak or California, now only serve to give variety to the overland trip. The ranchmen follow close upon the trail of the army,

and the miners crowd the Government explorer. The readers of the *Press* will remember the Custer massacre on the Rosebud River, a tributary of the Yellowstone, in 1876. The only living thing representing the United States that came out of that fight was the old war-horse "Comanche," rode by one of the officers. The scene of that fight was about as remote as any place within the boundaries of our country, and its inaccessibility, it would seem, would prevent its early settlement. And yet, only three years later, Gen. Sheridan sailed up the Yellowstone River on a steamboat laden with farming machinery and utensils for which settlers in that very same inaccessible country were impatiently waiting. To-day the Northern Pacific Railroad has been built far beyond that point, and the remote country, the new country, is in some other locality.

Montana is, indeed, becoming the centre of the "new Northwest," and has within itself the possibilities of an empire. It has some of the best agricultural lands in the world; as a grazing country it is unequalled, and the wealth of its hidden mineral deposits surpasses the dreams of the most enthusiastic prospector. In the words of a settler near the mouth of the Yellowstone River, "A man only requires to see this country from the hurricane deck of a cayuse (frontier word for a pony-built horse) to understand that we have both agricultural and stock and mining country." Although the footprints of the Indians have hardly disappeared, and the railroad builders had but yesterday to be protected by soldiers who stood guard against savage surprises while ties and rails were laid, the country is fast filling up, and the "old" settlers who went there two years ago begin to feel like the ranchman near Glendive, Montana, who, when asked about the country, lately, replied: "Well, I'm the first white man that ever settled with his family in this part of the Yellowstone Valley, and that too, when Mr. Sitting Bull and his followers were working at their trade in this immediate neighborhood. I think I know as much about the country as any one does. It's a fine country, good climate, good water, and good soil, and we get first-rate crops. I don't like neighbors, and I don't coax anybody to come, but if any fellow comes here and tries it, and it don't suit him, he will have more elbow-room to kick in than in the country he comes from, unless he comes from West of here."

And from Montana South through Utah, Colorado, New Mexico and Arizona, the same enterprising, pushing spirit is manifested. There is no mining camp, however small, which does not expect to become a Leadville, or which is not talking of a railroad and an opera house. No mountain peak is too high or steep to deter the prospector, no valley too remote to be long unsettled. Capital is everywhere seeking profitable investment, and nowhere are wide-awake young men unwelcome.

## "THE GLORIOUS CLIMATE OF MONTANA."

From the Butte Union Freeman.

While we are enjoying the cool and bracing air of the mountains, which gods might yearn for, the people away down south in Dixie, are miring around in snow and slush. In Virginia, this week a foot of snow fell one night, and when it melted the clay stuck to the feet like weights to the training race-horse. Montana never has any mud. In the fall of the year the country freezes up as dry as a powder horn and in the spring it thaws out and that's the end of it. No rain in the winter, and the snow is mostly sifted into the air by the Chinook winds and evaporates, without making mud. This one feature of natural phenomenon here, makes life far preferable to existence in the low lands. The streams are as clear as crystal, as pure as nectar and alive with trout. There are no stagnant sloughs; the sun shines 350 out of

365 days in the year, the air is full of ozone; comparatively free from carboic and hydrostatic gasses and malaria is unknown. This is the country where the Indians live to be so old they dry up and blow away, and the mountain sheep survive to such mature age that the wrinkles on their horns cannot be computed by the figures of the English language, and no one but a Chinaman with 1,000 times multiplied arithmetic can calculate the years that the Methuselahs of the forest have trod the primitive groves; and in order to do it the Celestial has to fall back on his backgammon-like counting board which the sages and philosophers and historians of the old East use in computing the history of the world, when they figure it out to have been swinging around the circle of its orb, millions on millions of years, longer than the darkey song borrowed of the Hebrews, refers to when "Roll, Jordan, Roll," is vociferated with iron clad lungs at a Southern camp meeting when hog and hominy and sweet 'taters and possum are ripe.

## PROVIDENCE IN OREGON.

From the Detroit Free Press.

"I never advise a man to leave his own town," he said to the small crowd surrounding him at the Union Depot the other day; "but if any of you are bound to change locations, Oregon is the country to go to. I am on my way back there, and there's nothing you can ask about Oregon that I can't tell you." "How's the climate?" "Superb. It's never too hot nor too cold. Providence watches the weather out there like a hawk." "Lots of Injuns?" "Yes; but they can't do any damage. Providence always gives the settlers ample warning, or else leads the red men into a trap." "Some hard cases out there, aren't there?" "Not very hard. When a man gets too bad Providence kills him off." "How did you lose your leg?" asked a hack-driver, as the conversation flagged. "I'll tell you about it. I've mentioned Providence and Oregon in the same breath, and I want to prove that there is a special dispensation out there. I was going up the Delros road to a grist mill one day last September when I found a four-ounce bottle of chloroform in the road. About a mile further on I met a grizzly bear as large as a steer. I had no weapon, and I knew I was boxed up. To run was useless, and no living man ever looked a grizzly out of countenance. I always try to make the best of every situation, and when I found myself cornered, I opened the bottle of chloroform and inhaled sufficient to make me unconscious. While in this state the bear made a breakfast of my left leg, and I never felt one single twinge of pain." There was a sensation in the crowd and all pressed nearer. "When I came to, the bear had disappeared, and just at that time the Red Valley coach drove up; Providentially, two of the passengers had fallen over a precipice, so that there was room inside. When we got to Brown's Hill we found a surgeon there who had been chased in by the Indians that very morning, and he fixed me up in an hour. I saw the hand of Providence all through it, as plain as I see that hotel over there." "Did Providence get that cork leg for you?" inquired a man near the door. "Certainly it did; I lay in bed two months, and when I took the stage-coach for Portland we came across the body of a poor stranger who had been murdered by highwaymen. He had a cork leg and it was my fit. This is the identical leg, and let me add in conclusion that I haven't begun to give Providence and Oregon half their just dues."

"Do you ever have a sort of lassitudinal feeling just after dinner, a kind of creeping tiredness all over, and a desire to sit down and rest for a year or two?" asked the man on the soap-box. "Well, yes," said the man on the mackerel-barrel, "only the feeling comes over me earlier in the day. It strikes me just after breakfast."



## THE ELK.

"Of all American game," says Col. R. I. Dodge, in his interesting work, "The Plains of the Great West," "the elk is justly entitled to rank first in the estimation of the sportsman. His size, splendid form, noble presence and magnificent antlers, excite the most hopeful enthusiasm in the hunter's breast, while his quickness of eye, keenness of ear and wonderful delicacy of scent, render his successful pursuit a feat to test the skill."

The average weight of the elk is 500 pounds. The antlers will sometimes weigh 61 pounds. The range of the elk extends in the United States from the Atlantic to the Pacific, from Michigan to Texas. He is found on the plains in greater or less numbers, from the British line on the North, to the Red River on the South; from the Missouri on the East, far beyond the plains through the Rocky Mountains to the Pacific coast. In May, June and July, it is rare to find two together. The female is then secluded in some close thicket preparing or taking care of her calf. The buck is also in trouble, as the antlers which he so proudly tossed in autumn have dropped off in February, and he is undergoing the tedious process of growing another pair. The growing horn is exceedingly tender, and can be injured in a thousand ways. An elk will sometimes bleed to death if the horns are knocked off at certain stages of growth. During this time the buck elk retires to the most solitary spot known to him, and as near the snow-line as convenient, in order to get rid of the flies. By the tenth of August the horns have attained their full growth, the velvet begins to crack and he spends his time rubbing them against small trees. This, in hunter's language, is called "shaking." During this time he is easily killed, and his flesh is in prime condition. About the middle of September the running season begins, and his time is spent in combats; he is then poor and tough. When traveling unmolested, elk walk in single file, one after another, no matter how many there may be. Should their leader be shot, they huddle up close together as if to consult, so that by shooting the leader they fall an easy prey to the hunter.

## A MYSTERY OF LAST CHANCE.

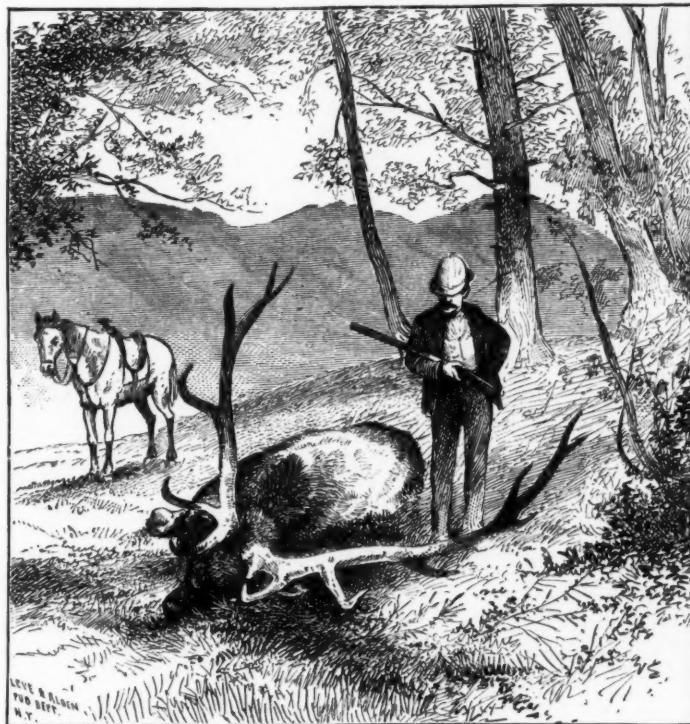
From the Montana Miner.

A correspondent of the *Miner* writing from Last Chance, in Missoula county, says: Two Frenchmen came into Last Chance yesterday who have been recognized as Augustine Raffello and "Antoine, the Trapper," both of whom have been known for years in the mining camps of Oregon and Idaho. They have created a sensation by the display of half a dozen long buckskin bags filled with gold dust and glistening nuggets, from the size of bird shot to that of a walnut. The story runs that for years past these two men have been in the habit of spending most of their time in the frontier camps, but now and then they would disappear for a month or six weeks and suddenly make their reappearance, always with their pouches well filled with dust. Of course they are supposed to visit some placer country of fabulous richness, where by a few days' work they are able to extract the two or three thousand dollars which they spend with lavish hand during their sojourn in the camp.

Attempts have been made to follow them on their excursions, which usually resulted in their hiding in the mountains and eluding pursuit, but one man claims to have followed them into the

Kootenai country to a point near the British line, where a narrow pass was reached, and that while one went on the other mounted guard with a Winchester rifle. He attempted to approach the sentinel, but was ordered to halt, accompanied by a discharge of the rifle. The companion immediately appeared, as if the shot was a mutually understood signal, and the intruder was warned to leave the vicinity on pain of death. The romantic setting of the story makes it extremely interesting, and many of the old frontiersmen place implicit faith in its entire truth, citing as a basis of their confidence the fact that the men do disappear and invariably return with plenty of gold; but I have heard no satisfactory reason given for the failure to find that narrow pass and penetrate the mysteries beyond during some of the long intervals that the heroes of the yarn spend in the camps.

AN OLD FISHING NOVELTY.—"An Indian method of fishing," says a correspondent of the *Portland News*, "may not be new to old Puget Sounders, but it was a novelty to me. An



A SUCCESSFUL HUNT.

Indian was kneeling in the bow of his dug-out, handling a flat pole about an inch square, 10 or 12 feet long, the sides studded with irons sharpened to a point, about the size of a six-penny nail. He manipulated this instrument sharply in the water, as if he were rowing his canoe, and brought up one or more fish at every stroke, they being fastened upon the nails in his stick. Sometimes he would bring up four or five fish at a single stroke, and by swinging the end of the stick over the boat and turning it, the fish would wiggle off into the canoe. This method of fishing seems very simple, yet I doubt if many whites could make a success of it, as it must require great skill and dexterity in the manipulation of the long pole used, and a perfect command of a canoe, which an unskilled person would very soon find was not a very safe home. But I should think net fishing for smelt would be more expeditious and profitable.

CAUTION IN THE PREMISES—"Hadn't I better pray for rain to-day, Deacon?" said a Binghamton minister Sunday. "Not to-day, Dominie, I think," was the prudent reply, "the wind isn't right."—*Binghamton Republican*.

## TO DEVIL'S LAKE.

A Journey to the Salt Sea of Northern Dakota.

"E. V. S." in the N. Y. Evening Post.

CARRINGTON, Dakota, May 15th, 1883.—Everybody in Northern Dakota is talking of Devil's Lake. Squatters travel thither with their claim shanties on wagons to plant them on eligible locations, and quarrel with each other about imaginary town sites. Not long ago two young men from Chicago were murdered for unloading their shanty upon a quarter section claimed by another squatter. To sum the matter up, there is a "boom" on the Devil's Lake country just now. Perhaps it is the name which creates such an excitement. The Western settler has a fancy for strong and expressive names. There was a pretty Indian appellation for the lake, Minnewaukan, which meant haunted water, but the frontiersmen failed to catch the poetical idea, save in a gross and sulphurous form, and as the orthodox spirit of evil was the only spirit known to their theology, they gave his title to the lake.

Efforts of later comers to restore the Indian name have thus far been unavailing. The character of this singular body of water, added to its diabolical appellation, is well adapted to awaken an abnormal interest in it. Few people have visited it yet, for it can only be reached by a long journey across a vacant no-man's-land region; but those who have been here have returned with exaggerated reports of the beauty of its shores, and truthful ones of the big pickerel that abound in its saline waters and the myriads of wild fowl that frequent them; so that in Dakota it has come to be regarded as a marvellous place.

Nowhere in the new West have I seen a better example of a brand-new town than Carrington. Six weeks ago the first frame for a building was put up on the town site. Now there are half a dozen stores, a bank, a newspaper, two hotels, besides restaurants, saloons, a livery stable, and a lumber-yard, and the clatter of hammers, building new structures, makes music all the long, bright May days. As yet, nobody has found time to paint, and the structures have the virgin color of

the yellow pine, so that when you approach the place across the wide prairies it gleams in the sunlight like a city of gold, and such is the magnifying effect of the atmosphere that the poor little buildings loom up grandly on the horizon, as though they were towers and palaces.

## ON THE ROAD.

From this busy town we set out for Devil's Lake in a prairie wagon, light and strong, drawn by a tough little team of roans, capable of making sixty or seventy miles a day across country if hard pushed. We are a party of three, equipped with a big bundle of blankets and a "grub-stake," of canned beans, crackers, coffee, and a ham. For twenty miles of the way there are claim shanties always in sight. Settlement has pushed thus far ahead of the advancing railroad, making a belt of occupied or claimed country each side of the surveyed line of the road. A homestead claimant has six months' time within which to begin improvements after he puts up his shanty, and few of the cabins we pass show any signs of being inhabited. They comply with the law by having a window, a door, a bunk, and a stove, and by being of the required dimensions of twelve by eighteen feet; but nobody could live in them in

winter, for the wind would blow through them like a sieve and fill them with snow. They are only intended to hold the claims. Beyond the crossing of the James River—a little creek, but deep and difficult to ford—we find nobody living and no road to travel. A ridge of hills, blue and mountainous in the distance, but easy slopes on near approach, was traversed, and then we descend to the Cheyenne, a longer stream, with a broad valleys and fine, rich bottom and bench lands waiting occupancy. On the steep slopes of this valley there are occasional belts of timber—oak, ash, elm, and black alder—great treasures to settlers in a bare country, where for hundreds of miles there is not even a bush big enough to make a fire for the coffee-pot or frying-pan. We hunt a ford for an hour and then get across the stream blindly, with the good luck of having the water only just up to the wagon box. North of the Cheyenne we pass over a high plateau covered with a heavy growth of grass, and strewn with the skulls of buffalos, especially around the numerous sloughs where the animals used to come to drink. The buffalo had their roads across the country, which they traveled in single file year after year, on the north and south migrations, and their visits to streams and lakes, until the trails became deeply worn in the surface of the prairie. These highways and byways of the ancient lords of the soil are still plainly visible. Beyond the plateau is a hilly region, the numerous small summits being crowned with yellow sandstone rocks—no great affairs, but their few feet of altitude is increased by the atmospheric effect, so that they appear to be groups of stately houses. Among the hills are countless small lakes and reedy sloughs—always pronounced “slews” in Dakota—the homes of flocks of ducks and wild geese. The ducks are so unused to the murderous ways of men that they swim about as unconcernedly as barn-yard fowl as we pass, but the big gray geese are up and away, with outstretched necks, screaming their strange harsh cry, when we come within twenty rods of them. A still shyer bird is the white brant—white save for the black ring around its neck and its brown wing-tips. We see hundreds of these great swan-like creatures sitting on the shores of little lakes, looking like patches of snow on the green turf; but each flock has its sentinels out to give warning, and before we can get nearer than a quarter of a mile they take to flight. Prairie chickens rise out of the grass from almost under our horses' feet, and plover run along beside the wagon. Nearly all the numerous species of the family of waders abound in the little pools—snipe, the sand-piper, the willit, curlew, the kill-deer, and the smaller long-legged birds. Of large game we see only antelope, which skurry away so swiftly that they are soon out of sight.

Zigzagging to get around the sloughs, climbing hills and going down steep grassy slopes, we came toward evening, after fifty miles of this rough cross-country work, to a ridge. The experienced eye of my guide tells him at once that it is a divide, and beyond lies the lake. The plucky little roans, which have hardly broken from their steady trot all the way, make a run up the hill, and there before us lies the goal of the journey, the blue expanse of the strange salt sea of the far north. More than half of its fifty miles length are in sight, the northern shores wooded; a forest-covered peninsula jutting out for perhaps five miles and cutting the lake almost in twain; the near shores bare and grassy save where blackened in bands and patches by recent prairie fires; the eastern horizon closed in by a range of low, wooded hills. We strike into the old Fort Stevenson trail, leading from Fort Totten on the lake to the military posts on the upper Missouri, and following it for an hour, put off to the north and reach a peculiar high knoll encircled by a belt of box-alder trees. This is at the extreme west end of the lake, and

commands a fine view of both shores for twelve or fifteen miles. A few squatters have already established themselves at this place, in the hope that it will become a town site, and on the floor of a new log house we spread our blankets for the night. The chincks had not been stopped up nor the doors hung, and a wind that seems to come straight from the North Pole blows through the building. The prairie fires make lurid half-circles of flame on the horizon and fill the air with the pungent odor of burned grass, and the waves of the lake keep up a strange, melancholy sound, which the superstitious Indians might well have fancied to be the sighing of some supernatural being.

#### FEATURES OF THE REGION.

Taking now a prosaic view of the lake and its surroundings, let me present a few facts and observations. Most of the southern shore is occupied by the frontage of an Indian reservation, which is about thirty miles long by from twelve to fifteen wide, and contains much excellent farming land. The Indians are Sioux, of the Sisseton band, and are peaceable, and tolerably industrious, having cattle, and cultivating small fields. On the east, north and west the country is open to settlement, and, being outside of any railroad grant, is all free to homestead and pre-emption claims. North of the lake the alluvial prairies are said to extend to the British boundary, a distance of sixty miles, and west of its western end there is also a good wheat country inviting settlement, stretching to the Moose River Valley and beyond. A strip of timber skirts nearly the entire shore line of the lake on the north side, and the woodland is much more valuable, lying as it does in the midst of a treeless region, than the richest prairie. The water of the lake carries alkali and salt, and is not fit to drink, but in it many kinds of fish thrive.

It can readily be seen that so peculiar a feature as Devil's Lake, in a country as featureless as is most of Dakota, must attract notice. Its shores will in another year be well settled, save where the Indians hold them. Towns will spring up on its banks; and to them will come summer tourists and summer boarders from the hot, shadeless towns of the whole wide, rich region between the Red River and the Missouri to breathe the cool salt air, lie under the trees, shoot water-fowl, and catch pickerel. Imagine that in all New York, New Jersey, and Pennsylvania there was not a single forest, or grove, or well-shaded farm-house, or village street, save around one lake about twice as large as Lake George or Chautauqua Lake; then think what a Mecca that one lake would be for health-seekers and summer visitors. Such a Mecca will Devil's Lake or Minnewauken become to Dakota when its fertile plains are all cultivated and its people grow rich.

BOZEMAN, M. T., has secured grounds for a public park. It is to be fenced, beautified with trees, shrubbery, walks and drives, and supplied with water from mountain springs for irrigating purposes and to supply a fountain in the centre of the park.

A party of forty emigrants from Nebraska arrived at Westwood, Washington Territory, June 2d, to settle in the fine wheat country of northern Idaho. They went by way of Ogden, Utah, Deer Lodge, Montana, and then drove to the Northern Pacific track. They had with them their horses and wagons.

TOWNSEND, the new town on the railroad between Bozeman and Helena, promises to be an important point. It is situated in the midst of the largest agricultural valley in Montana, which stretches along the eastern bank of the Missouri River for forty miles, with an average width of about six miles.

#### FUTURE OF THE GALLATIN VALLEY.

*From the Bozeman (Mont.) Avant Courier.*

The prevailing impressions regarding the Gallatin Valley, by almost every person who has had no opportunity of seeing and thoroughly examining it for himself, seems to be almost wholly erroneous. Most of those, for instance, who have had few, if any opportunities of giving it a personal examination, imagine that nearly, if not all the available farming lands are taken up, and that a new-comer, contemplating engaging in agricultural pursuits here, must necessarily purchase a location second hand. The reverse of this supposed condition of things is the truth. The bulk of the arable lands in the valley is still vacant, awaiting the hand of industry and enterprise to make it astonishingly productive. Not one-half, perhaps not a third, of the land susceptible of profitable cultivation has been appropriated—the remainder, in its broad, expansive and productive normal condition, is but waiting the hand of the husbandman to convert it into fruitful fields.

It does not by any means follow, either, that the locations already selected by the early pioneers are the most fertile or profitable. Most of the farms now under cultivation were selected more from their apparent favorable conditions for irrigation or their seeming fertility, than their actual value from an experimental, agricultural standpoint. The men who first settled the Gallatin, were wholly unaccustomed to farming by irrigation, and had no means of determining the fertility of the soil, except by superficial comparison with other localities. At first many serious mistakes were made. Many at first selected low, moist locations, having a deep, black, alluvial deposit, under the erroneous impression that such would produce astonishingly heavy crops without the considerable expense of systematic irrigation; while others settled upon lands apparently rich in productiveness on account of their proximity to creeks, and the little expense attending their irrigation. Strange as it may seem, experience has demonstrated that such locations are by no means the best or most productive lands in the valley. A rich, black, alluvial soil, such as is found on the first bottoms contiguous to the streams, is by no means as well adapted to the growth and maturity of wheat as the heavier alluvial soils of the plateaus and foothills of the valley. During the past few years this fact has been clearly demonstrated by several parties on the East Gallatin, who have broken up numerous patches of ground high upon the foothills—in fact, close to the base of the mountains which skirt the Gallatin Valley on the east. Contrary to general expectation, such locations have been found remarkably free from early frosts, exempt from serious drought, and the adaptation of the soil for the maturity of wheat has been found vastly superior to that found on the first and apparently finest bottom lands.

This favorable condition of things exists to a great extent throughout the vast area of our unappropriated farming lands in the central portion of the valley, as well as in the extensive body of high bench land between the Gallatin and Madison Rivers. There is also a large body of fine agricultural land between Middle Creek and West Gallatin, most of which can be inexpensively reclaimed as soon as the West Gallatin Canal, now under construction, is completed to Middle Creek. This canal project, by the way, is destined to be one of the most beneficial enterprises to Bozeman and Gallatin Valley generally, ever inaugurated. Heretofore, on account of our extreme isolation and the comparatively few persons engaged in agricultural pursuits here, the importance of our water facilities, as well as the vast amount of latent wealth it contained, have been almost wholly overlooked. But with the impetus to profitable industry and the increase of population



which the great transcontinental railroad has so perceptibly stimulated, our people during the past few months have waked up to the fact that the West Gallatin can be wholly and profitably utilized for irrigating purposes. It will doubtless be a matter of great surprise to some to learn that within the past few months the entire water supply of the West Gallatin—large as it is—has been filed on and will be duly appropriated through ditches and irrigating canals during the next two years. Fortunately for this portion of the valley, the company formed some time since to construct a large irrigating canal from the mouth of the West Gallatin Cañon to a point on the creek immediately south of Bozeman has a prior filing and appropriation to most of the recent appropriators. This canal is destined to reclaim and render productive a vast area of country immediately tributary to Bozeman, and our citizens should promptly encourage the enterprise by liberally subscribing to the stock.

having been approved March 22, 1861. We have passed the years of nonage; we are now twenty-one years old. We are of age—let us in. We are no longer a big boy; we are larger than New York, Ohio and Pennsylvania put together. We are bigger than Kentucky, Indiana and Illinois. We are twice the size of all the New England States, with New Jersey and Delaware thrown in. We have 150,932 square miles Territory, and we want to get in. Let us in. We had only 14,999 people in 1870, but we had 135,180 in 1880, and we have 300,000 now. We'll kick in the door. Let us in. In ten years more we shall have a million people. Let Massachusetts beware how she snubs a younger brother, as though she were surety on our guardian's bond. We don't want any guardian. We are of age. We demand settlement. Open that door. It's cold outside. We are paying our share towards warming them up inside. We have been paying for years, standing all the time outside shivering. We have settled hon-

#### HELENA, MONTANA.

Helena, the capital of Montana, has a population of 6,000, which will, without doubt, be increased to 10,000 before the close of the present year. It is the commercial and financial centre of the Territory, where all the stage, telegraph and express routes of the country converge. It has four National Banks, the individual deposits in which amount to over three million dollars, a fine opera house with seating capacity for 1,200 people, two daily papers, and a United States Assay Office. In the number of hotels, churches, and schools, fine and tasty dwelling-houses, general stores and public buildings, Helena compares favorably with other places of equal population. Foundries, saw and grist and planing mills, wagon factories, etc., are located as required in the immediate vicinity of the city, and a telephone exchange gives connection not only between the various business houses, but with the towns



We are informed by Mr. Nixon, one of the prominent movers in the enterprise, that the terminal point of the canal will have an altitude 100 feet above Bozeman, and that the water can be utilized not only for domestic uses by our citizens, but can also be made available for various manufacturing enterprises.

At all events, it will be seen that the canals now being constructed will open up for settlement and profitable cultivation thousands, if not millions, of acres of the very richest farming lands in the world, and that the most of such lands are now open for settlement, either by pre-emption, homestead, timber culture, desert land entry; or are open for purchase at reasonable rates from the Northern Pacific Railroad Company. Let no person hereafter imagine that all the best agricultural lands in the Gallatin Valley are taken up, nor infer for a moment that as cheap homes and productive farms cannot be secured here as anywhere else in the "Coming Empire" of the great and wonderfully-fertile North-west. Gallatin Valley, the garden spot of Montana, has hardly made a beginning in its wonderful development, nor has it yet shown a tithe of its productive capabilities.

#### LET US IN.

*From the Black Hills Times.*

On March 23, 1883, Dakota had been a Territory for twenty-two years, the act of organization

estly with the fiddler, but had no share in the dance. Let us in. We want to elect our own Governor and State officers; 300,000 people can do this better than one man. We want representation; we already have taxation. Let us in. We have more people now than Delaware, or Florida, or Nevada, or Rhode Island, or Vermont, or Oregon, or Colorado. Why should these States choose a President for us—a President to appoint our Governor, forsooth? We demand self-government. We could raise a larger army to-day, than the combined forces of Washington, Gates and Greene. More old soldiers are settled in Dakota, than fought the battles of the revolution. Let us in. We are of age, able to take care of ourselves, and want to administer on our estate. Let us in. What if we will vote at the next Presidential election? Shall half a million of people be disfranchised for any party exigency? Who knows how we will vote? Who knows how Ohio would vote? The only question is, have we a right inside, not how we will behave ourselves when we get there. Shall Dakota be asked to give bonds to either party? Woe to that which demands it.

Let us in. Let us in quick. It's cold out here in Dakota, but we will make it hot enough for the sectional party that slams the door in our face after twenty-one years of patient waiting.

It is estimated that the wheat crop of eastern Washington will be double that of former years.

and mining camps within a distance of fifty miles. The city is lighted by the Brush electric light system, and well supplied with pure water from mountain streams. It has also a well organized and equipped Fire Department. Helena is situated in the centre of a mineral region unsurpassed either in Montana or elsewhere for the number and richness of its gold and silver-bearing lodes. The Drum Lummon Mine has recently been sold to English capitalists for \$1,500,000. Besides the gold and silver lodes, veins of galena, copper and iron are found in great numbers, and with the completion of the Northern Pacific Railroad to the centre of this vast mineral district, providing cheaper transportation to eastern markets of ore and bullion, millions of dollars will be invested in the construction of new mills and smelters, thus giving employment to thousands of men. Among the attractions of Helena, are the noted Hot Springs, situated in a romantic glen, four miles west of the town, which are much resorted to by persons afflicted with rheumatism and other kindred diseases. The temperature of the water as it bubbles up from the earth varies from 110 degrees to 190 degrees Fahrenheit.

WE respectfully ask, when will New Tacoma drop the first half of her name? She is now the only place of importance, and will probably absorb old Tacoma in a few years. Has not the tail wagged the dog long enough?—*West Shore.*

## The Northwest.

A Monthly Journal, devoted to the development of the New Northwestern States and Territories.

[Registered at the Post Office as Second Class Matter.]

### BUSINESS ANNOUNCEMENT.

THE NORTHWEST is published monthly by E. V. SMALLEY. Subscription Terms: Single copies, \$1 per year; five copies, \$4; ten copies, \$7; payable in advance.

Principal Office: Ninth floor, Mills Building, Broad Street, New York.

Branch Offices: Philadelphia, corner Third and Dock Streets; Joseph Creamer, agent. St. Paul, Northern Pacific Railroad Building. Portland, Oregon, Bureau of Immigration.

ADVERTISING RATES.—Per line, each insertion, 25 cents, one inch space, each insertion, \$3. A reduction allowed on yearly contracts. Address;

THE NORTHWEST,  
Mills Building, New York.

### WINSLOW, LANIER & CO., BANKERS.

26 Nassau Street, New York City.

### NEGOTIATE RAILROAD LOANS.

ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,

RECEIVE THE ACCOUNTS OF DOMESTIC AND FOREIGN BANKERS, MERCHANTS AND CORPORATIONS.

NEW YORK, JULY, 1883.

THE mining interests of Butte, Montana, are increasing in importance, and the leads are of such a character that they are believed to be good for at least ten or fifteen years more.

DEER LODGE expects to be the educational centre of Montana. It has already two colleges, besides excellent public schools. It has also the territorial penitentiary which, in its way, is an educational institution teaching the old copy-book moral, that honesty is the best policy.

WE are frequently asked whether there is room for more cattle ranches in Eastern Montana. The answer to such questions is, Yes, for ten times as many as now exist. Montana stockmen may not say so; for, like all stock raisers in the West, they are disposed to discourage immigration, wanting to keep the whole country for the increase of their own herds. No one who wants to go into the cattle or sheep business in that Territory need fear that he will have any trouble in finding an excellent range vacant.

MR. F. JAY HAYNES, the Fargo photographer, whose collection of stereoscopic views of the scenery along the line of the Northern Pacific Railroad has steadily kept up with the extension of the line through Dakota and Montana, has just made a journey through to Oregon and Puget Sound, bringing back with him hundreds of new negatives of

views in the Rocky Mountains and in the valleys of the Upper Yellowstone, the Galatin, the Upper Missouri, the Hell-Gate, the Pend d'Oreille and the Columbia.

It looks a little singular to see car-loads of cattle and sheep going west into Montana. This spectacle is often seen, however, on the Northern Pacific Railroad, the animals being of superior breeds selected in the East for new ranches in the vast grazing belt of Eastern Montana. Recently an entire train load of blooded one and two-year old heifers was unloaded at Billings, and a day or two later two car-loads of merino sheep were transferred from the railway to a steamboat at Bismarck, to go up the river to Fort Benton.

EVERY new prairie town cannot be a city, a fact which should be remembered by people who are urged to buy lots in places they know nothing about except from advertisements and the statements of interested parties. Many paper towns in Dakota are being lavishly advertised as future metropolises, which will never amount to more than little country villages. To buy land at five or six dollars an acre and sell it off in twenty-five feet wide strips at from fifty to two hundred dollars a strip, is so attractive a speculation that many speculators have embarked in it of late. Our advice is, don't buy western town-lots unless you have some trustworthy information about them, and the prospects for growth of the places where they are situated. Investments in lots are often very profitable, but they cannot safely be made in the dark any more than any other sort of investments.

### A NEW MINING REGION.

THE wild speculation in mining stocks which culminated about two years ago in the collapse of hundreds of paper companies, has so disgusted investors with all sorts of ventures depending on ores of the precious metals, that a man who should attempt to organize a new mining company in the Eastern cities would be laughed at. This period of skepticism as to the value of all mining property will pass by before long, however, and genuine enterprises having a fair basis in veins of unquestionable richness and size, will be able to attract attention and capital. The time will never come again when the shares of a company can be sold by exhibiting a few chunks of gold-bearing quartz in New York to men who never saw a mine, or when assays from some thin streak of galena can serve as sufficient basis for the issue of five or ten millions of stock. That epoch of folly has gone never to return. It will soon be understood, however, that mining did not perish with the speculation in mining stocks; that good mines are as good property now as ever; that such mines are being steadily worked; that the total output of bullion has not fallen off and that there are many promising veins that have not yet been opened. Then there will be a fresh development of

mining industry, proceeding on a sound, conservative basis.

This new development will probably be first manifested in regions recently made accessible by railroad communication, and will be in the direction of working large deposits of low-grade ore long known to exist, but heretofore too remote from lines of transportation to profitably be opened. There are several such veins close to the line of the Northern Pacific Railroad in Montana—some near Helena; others on the western slope of the mountains near Deer Lodge, and others in the Hell Gate Cañon, near Missoula, and in the Valley of the Big Black Foot. These veins are worth the attention of capitalists and practical miners. Machinery can now be got to them at moderate cost, and rail transportation will greatly reduce the old Montana figures for labor and materials employed in handling, crushing and smelting ores. They would not pay dividends on fictitious capital stock, but they would yield very handsome returns on the money investments necessary to develop them.

### FARMING IN MONTANA.

The western emigrant who starts for Montana with a view of farming, should not suppose that the country is like Dakota, and offers large areas of land of even fertility ready for cultivation. Montana, with the exception of the high, rolling, grassy plains in the eastern portion of the Territory, is essentially a mountain region. It is the backbone of the continent, and its surface is upheaved into countless ridges and ranges and into so many gigantic peaks that nobody has found time to give them all names. People who get their ideas of mountains from a map, and imagine that a range consists of a single line of ridge and summits, will be surprised to find that what is called the Main Divide of the Rockies is about fifty miles wide, and that spurs and lateral ranges fill a belt of country more than two hundred miles in breadth. Then there are detached groups and ranges that lie out on either side of the main body like the flankers of an army. The mountains are by no means valueless to the settler; for their slopes are covered with grass to an elevation of seven or eight thousand feet above the sea-level, and timber grows in the ravines on their sides. Agriculture, however, is necessarily confined to the valleys which wind around among the lofty ranges in long, narrow belts of fertile bottom-land. The farmer only seeks to own a strip of valley land, knowing that the slopes of the adjacent mountains will afford a free range for his flocks and herds.

Not only is Montana farming limited to the narrow valleys, but to such portions of the valleys as can be irrigated. Crops are raised in many localities without irrigation, but this is in low land close to streams. Generally speaking, on Montana farms the scanty rainfall must be supplemented once or twice during the growing season by an artificial watering of the fields. Thus far



the irrigating methods adopted have been simple and cheap, each farmer providing a ditch for his own use. Usually the large rivers are not drawn upon at all, but the little streams that come down from the mountain gorges are preferred, because it is easy to divert their swift currents to the adjacent fields. With the exception of the Billings ditch, which is thirty miles long, no attempt has yet been made to utilize a large river to supply a large number of farms. It is evident that any considerable extension of the present agricultural industry of Montana must depend upon the construction of main ditches watering long stretches of valley. These, as in Colorado, must be constructed by stock companies, receiving their profits from water rentals. In Montana, farming is a question not of land, but of water. Only a small percentage of the water available for irrigating purposes is now used. Before there can be any great increase of the farming population, capital and engineering skill must largely expand the present limited and primitive system of local irrigation.

Is farming by irrigation in Montana pleasant and profitable? the reader may ask. Yes; profitable because there is a home market for all farm products at very remunerative prices, and because large crops are certain year after year; pleasant because the climate is invigorating, the scenery magnificent, the swift cold streams abound in fish, and the mountains will always shelter game to reward the hunter's search. Life is not as prosaic as in the level prairie countries. At every turn of the roads a new scene greets the eye. There is an inexhaustible variety of picturesque landscapes. To be a Montana farmer is not merely, in the words of the old song, "To plow, to sow, to reap, to mow." It involves hunting adventures, long rides in search of stock, the trapping of wolves and bears in distant mountain gorges, trout-fishing expeditions, and perhaps a little washing of "pay dust" for gold, as well as the tilling of the fields and the care of domestic animals.

#### TIMBER CULTURE IN NEBRASKA.

A RECENT letter from Lincoln, Nebraska says:

"The 18th of April is 'Arbor Day' by solemn proclamation of the Governor of the State. The Timber Culture Act of the general Government is yielding substantial results in increasing the acreage of forest trees. The Constitution of this State says that 'Legislature may provide that the increased value of land, by reason of line fences, fruit and forest trees grown and cultivated thereon, shall not be taken into account in the assessment thereof.' The State Board of Agriculture offers liberal premiums for tree culture, and especially for Arbor Day, which is, par excellence, the tree-planting holiday of the State. This fifteen-year-old prairie town of Lincoln is already blessed with more grateful shade than many an Eastern town of half a century's growth, and in some places therein the ax will soon have to be laid at the root of the tree, or the houses will be hidden in a metropolitan forest."

There ought to be a movement of this kind to encourage tree planting in Dakota. The

Northern Pacific Railroad management is planting thousands of acres of trees in belts along the side of its track. Let the people of the new towns in that flourishing Territory follow this example. Thus far very little has been done by any of them to provide parks or shade for their streets.

#### DAKOTA'S NEW CAPITAL.

IN the selection of Bismarck as the new capital of Dakota Territory, the Commission charged with the matter of choosing a location have made a wise decision. There were many rivals for the prize—most of them raw villages on local lines of railroads, the names of which had reached the ears of few people outside the Territory. Real estate speculation was at the bottom of most of the propositions urged upon the Commission, and with two or three exceptions, all the towns which put forward claims, did so rather on the ground a location central to the southern part of Dakota, and with a view of a future division of the Territory into two States, than of a convenient situation for a capital for the entire Territory as it now exists. The towns in northern Dakota held off until the last moment, in the belief that the decision would favor the division plan by the choice of a site considerably south of the 46th parallel, and it was doubtless with small expectation of success that Bismarck made her offer.

The result proves the Commission wiser and more patriotic than many people supposed. Instead of selecting some obscure prairie village, the members have pitched upon an important commercial point, which has two paramount and incomparable advantages: first, it is located on the great northern highway of transcontinental travel, the Northern Pacific Railway; and second, it stands upon the bank of the Missouri River, midway of more than two thousand miles of steamboat navigation. Two other river towns, Pierre and Chamberlain, were competitors for the capital, but the railroads leading to them go no further at present, and when extended will run up against the barriers of the Black Hills, and there stop. Bismarck alone could offer the invaluable inducement of a site at the crossing of Dakota's great navigable river, by a railroad traversing its entire domain from East to West, and forming an unbroken highway between the Atlantic and the Pacific.

The situation of Bismarck on a high plateau is healthy and handsome, and the town site can be conveniently extended on all sides to meet the demands of future growth. At present the population of the place is about 3,000. The surrounding country is exceedingly fertile, and well adapted for wheat raising. Farming operations were only begun two years ago, and the town in its present state is mainly the growth of river trade and of railroad business. When the rich rolling prairies around it are cultivated, and the river trade is further developed by the settlement of hundreds of miles of country

bordering the stream, the place will become a prosperous commercial city, independent of the business coming from the establishment of the capital there. The capital will not make the fortunes of Bismarck, but it will hasten a growth assured by its peculiarly favorable situation, and the natural resources of the region tributary to it.

A TYPOGRAPHICAL error in our account of Dickinson, last month, made the population of that thriving town 75, instead of 750. The place is growing so rapidly that it will count at least 1,000 inhabitants before the end of the present emigration season. Crops in the vicinity promise large yields, and settlers are coming in on every train to take up the rich prairie lands.

MAJOR RONAN, the Indian Agent for the Flatheads, tells a good story showing the effect on the aboriginal mind of the modern methods of railroad building. While the Northern Pacific Company was negotiating with the Flatheads for the right of way across their reservation, an old Indian noted for his shrewdness came to the agent and said he hoped the bargain would be closed and the money paid over before the track got to Bad Rock, an enormous rocky promontory jutting out into the Pend d'Oreille River, a few miles north of the reservation line. This rock had given the Indians a great deal of trouble, and in their journeys northward, they were obliged to get over it by a precipitous trail. The old Flathead was sure the railroad would have to stop there. Major Ronan told him to go down and see how the railroad would get by Bad Rock. He went and saw an explosion of 620 cans of giant powder, which threw the whole rock into the river, and opened the roadway around the promontory. The Indian returned and told the agent that he was ready to believe anything a white man might tell him. Since he had seen the mountain jump into the river, he thought white men could do anything.

A CORRESPONDENT of the New York Tribune, writing from the new Capital city of Dakota, is of the opinion that Bismarck resembles the National Capital in its natural surroundings. He says: "The saucer-like depression, embracing an area of several square miles, bordered with low, irregular hills, and a large river skirting the bottom lands upon the west, are features common to both. Trees and foliage, the summer glory of Washington, are strangers to Bismarck, but abundant promise of shade in the future is found in the number of thrifty saplings growing about the dwellings of older residents."

REPORTS of fine crop prospects continue to come from Eastern Oregon and Washington. The grain yield in Umatilla county will be several times greater than ever before. Wasco County too, expects a fine crop.

THERE are about sixty-five newspapers published in Oregon, of which seven are daily, one semi-weekly. This is one newspaper to every 2,688 of population.

## NOTES OF NORTHWESTERN TRAVEL.

From the Upper Missouri across the Main Divide of the Rockies.

*Special Correspondence of The Northwest.*

MISSOULA, MONTANA, June 1st, 1883.

## AT THE FRONT.

The end of the Northern Pacific track advancing westward was in the Missouri Valley near Bedford, last week, but before this letter appears it will have passed Helena, and advanced well up the slope of the Main Divide of the Rocky Mountains. It is an interesting sight to see the forward movement of the steel rails pushing steadily ahead, every day a mile or two, over hill and valley, through sombre cañons, across green plains and over swift rivers, never halting, never resting—a type of the powerful and steady movement of civilization into the new regions of the Far West. The construction train is lodging-house and boarding-house, shop and store, for the workmen “at the front.” It is a long row of uncouth, two-story structures on wheels, pushed forward by a locomotive as fast as the track advances. In this singular caravan there are kitchens and dining-rooms, a shop for repairing tools, a store where clothing, shoes and tobacco are sold, and sleeping bunks for perhaps two-score men. Behind the track-train comes the tie-train. The ties are hauled by teams along the side of the grade to the track gang that keep about a quarter of a mile in advance of the trackmen. At the front of the track train are cars loaded with steel rails. A small flat car, drawn by two horses, conveys the rails forward to the track gang, and the business of placing them on the ties, spiking them down, and fastening the fish-plate joints goes on as systematically as if the men were parts of a machine. These bronzed, red-shirted fellows probably see nothing in their work but their wages, and the whiskey-drinking and card-playing the money enables them to indulge in, but with a little sentiment they become to the spectator the advance guard of the forces of progress and national development, and the ring of their sledges on the spikes is inspiring music.

## THE CAPITAL OF MONTANA.

Helena is little changed since I visited it a year ago—not much growth, and what there is to notice mainly in the way of good dwellings erected by men who have made money and, concluding to stay in the place, are getting out of cramped frontier ways of living. The town has six or seven thousand inhabitants who all believe it destined to be a considerable city—an opinion shared by many impartial observers of its situation and prospects, and based upon such solid facts as these: the town is already the largest in the Territory; it has the most trade and the most banking capital; it is the political centre and the seat of Government; its mineral resources will be considerably increased by the advent of the railroad, which will stimulate the opening of new quartz mines; the railroad will also extend the area of its business connections; the irrigable valleys tributary to it will be more thickly settled; and finally, central and western Montana ought to support one city of from twenty-five to fifty thousand inhabitants, and no place has as good a right to look forward to becoming such a city as Helena. The present town is squeezed into a narrow gulch over the old Last Chance placer diggings—a cramped and inconvenient site—but the action of the railroad managers, in placing the depot out on the open plain a mile from the chief business street, will doubtless draw the town out of its awkward *cul-de-sac*, and give it a fair opportunity for growth. An early need of the place will be a large hotel where tourists, going across the continent, can stop for rest and visit the mines and the United States Assay Office, to see the processes of getting the precious metals out of the rocks and convert-

ing the ores into shining ingots of gold and silver. Of the great stream of tourists which will soon begin to pour across the continent over the Northern Pacific Railroad, few will pass Helena without halting, if Helena will provide for their comfortable entertainment a spacious and well-kept hotel. Here is a hint for some of the rich men of the place who have made fortunes from mines, cattle, or town lots.

## ACROSS THE MAIN DIVIDE.

Approached from the east the Rocky Mountains seem well to deserve their name. Gigantic cliffs and buttresses of granite appear to bar the way, and to forbid the traveler's further progress. The aspect of nature is morose and threatening. Even the tough pines, which get a foothold wherever there is a handful of earth, cannot mount far up the steep declivities, and the summits of the mountains are bare crags and pinnacles of desolate rock. There are depressions in the range, however, where ravines run up the slopes and torrents come leaping down, fed by melting snows. Over one of these depressions Lieutenant John Mullan built a wagon road a score of years ago, to serve the needs of army transportation between the head of navigation at the Great Falls of the Missouri and the posts in Oregon. Mullan's wisdom in selecting the pass, which bears his name, was endorsed when the railroad engineers found it to be the most favorable on the Northern Pacific line. The road is carried up ravines and across the faces of foot-hills to a steep wall, where it dives into the mountain side, runs under the crest of the Divide through a tunnel three-quarters of a mile long, and comes out upon smiling green and flowery meadows, to follow a clear trout stream down to a river whose waters seek the mighty Columbia. The contrast between the western and eastern sides of the Main Divide of the Rockies is remarkable. On the eastern slope the landscapes are magnificently savage and sombre; on the western slope they have a pleasant, pastoral beauty, and one might think himself in the hill country of western Pennsylvania instead of high upon the side of the great water-shed of the continent. The forest tracts look like groves planted by a landscape gardener in some stately park, and the grassy slopes and valleys covered with blue and yellow flowers, and traversed by swift, clear brooks, add to the pleasure-ground appearance of the country. What a glorious place this would be for summer camping, trout fishing, and shooting is the thought of every traveler as he descends from the summit, with his hands full of flowers picked close to a snow-bank. Snow Shoe Mountain rises just in front, across a lovely verdant valley. Powell's Peak, a massive, white pyramid, cuts the clear sky with its sharp outlines on the further horizon, and a cool breeze blows straight from the Pacific Ocean.

## DEER LODGE AND MISSOULA.

From Mullan's Pass it is twenty-five miles down to Deer Lodge, a pretty village, where there is an excellent hotel and where people have leisure to be sociable. There are good schools in the place, shade trees and lawns, and babbling brooks rushing across the streets to water the gardens, and the handsomest weekly newspaper in the Territory is printed here. Let me add, in speaking of this attractive town, nestled in a valley 4,500 feet above the sea, that, remote as it seems, the decorative mania has penetrated to it, and the ladies are zealously painting lilies and cat-tail reeds upon jugs and platters. It is a musical place, too, and boasts of a band and numerous pianos; and, when I was there, a party was formed to go five hundred miles to Salt Lake City to hear Theodore Thomas' orchestra.

From Deer Lodge to Missoula is two long days' drive; first across grassy hills, past deserted mining camps, past Pioneer on Gold Creek, where there is still some washing of old gravel by indus-

trious Chinamen and some sluicing down of red dirt bluffs by powerful hydraulic machinery for the little gold they contain; past a little trading hamlet bearing the big name of New Chicago, down to a lonesome, log stage-station in the Hell Gate Cañon; then, on the second day, through this cañon, named with no sort of appropriateness, for instead of presenting an infernal appearance it is a charming winding valley, covered with a park-like growth of pines and spruces, to the town of Missoula. This town used to be as isolated and remote a frontier post as could be found in the Northwest, but the railroad is converting it into a stirring, ambitious place, which counts with confidence on soon increasing its 1200 inhabitants to as many thousands. It has an admirable situation on a bench fronting upon the Missoula River, and looking up the Bitter Root Valley, the longest and most fertile of the agricultural valleys of Montana. This valley, which is nearly 100 miles long and has an average width of about seven miles, is about 1,000 feet lower than the Gallatin and Deer Lodge valleys, which makes it much warmer, and enables the ranchmen to raise fruit and Indian corn. There are perhaps 1,200 people in it, and there is room for ten thousand. A pleasant feature of Missoula is the neighboring military post, where the officers and their families form an agreeable and cultivated society. Their hospitable attentions I shall long remember. E. V. S.

## THE ANACONDA SMELTERS.

Some Account of the Mines and Works.

*From the Deer Lodge New Northwest.*

The Anaconda Company, of Butte, is composed of J. B. Haggin, George Hearst and Lloyd Tevis, of San Francisco. They are the wealthiest, most enterprising and successful gold and silver miners in the United States, if not in the world. They are represented in Montana by Marcus Daly, the first man who had the knowledge, the nerve, and the money behind him to do deep mining in Montana, and to whose success in developing the Alice mine is due, in a great measure, the prosperity of Butte, and mining interests in Montana. Mr. Daly is general superintendent of the Anaconda Company. This company owns in Butte, the Anaconda Mine, which was purchased in 1882, from C. X. Larabee, Mike Hickey and Marcus Daly. It is developed to a depth of 600 feet. At 200, 300, 400, 500 and 600 feet it has levels extending 500 feet from the shaft, with numerous cross-cuts. On the three last named levels the lead shows an average width of twenty-five in all the workings, carrying generally a low grade of copper ore, with occasional bunches of very rich ore. These rich bunches, of which 2,000 tons have been taken out, average 55 per cent. copper. This is sacked and shipped to Swansea, Wales, for reduction. Of second-class ore, there have been taken out 30,000 tons, which are now on the dump. This averages 14 per cent. copper.

On the Anaconda are the largest hoisting works on the Pacific coast, outside of Virginia City. The machinery and buildings cost \$120,000. The hoisting capacity is 750 tons per day. The company also own

## THE ST. LAWRENCE MINE,

an extension of the Anaconda, purchased of Marcus Daly and C. X. Larabee. It has a shaft 269 feet deep. Two levels are opened, and cross-cuts made show an average vein of 15 feet of copper ore similar to the Anaconda, with less first-class ore, but averaging 25 per cent. copper. About 2,000 tons of this ore has been taken out and is yet all on the dump.

In these mines, there are employed 250 miners, and the average daily output is 200 tons. This can be increased as circumstances require. These low grade copper ores cannot be successfully and economically reduced here. The works at Balti-



more or Swansea offer better facilities for profitable treatment. But freight on the low grade ores to these points eats up their value, and it is necessary to successfully mine and reduce them to dispose here of a portion of the extraneous matter, and bring the shipping ores up to a higher per cent. For this purpose the Anaconda company, some months since decided to erect extensive smelting works in or near Butte, and the matter of location of the same became an important consideration to be determined, after thorough and careful examination, on strict business principles. Butte offered some advantages, principal among which were those of having the mines and smelters in close proximity, but there was the insuperable disadvantage of an inadequate and unreliable supply of water, the absence of suitable fluxes, scarcity of wood, etc.

Upper Warm Spring Creek, in Deer Lodge Valley, just where it debouches from the jaws of the cañon, attracted early attention. The area of obtainable lands; the fine supply of water, summer and winter, tempered by hot springs so it never freezes, and its tributaries sheltered by forests that protect against flood or drouth; the plentiful deposits of limestone and iron ore for fluxes in the vicinity; isolation in a desirable locality where the works will do little or no damage; a short haul for ores over a road that will never be obstructed, and, perhaps, accessibility to both the Union Pacific and Northern Pacific railroads, were among the advantages that finally determined in favor of the Warm Springs location, and there the smelters will be built. The smelters to be erected will be commenced within thirty days, and it is anticipated will be concentrating by October 1st, 1883. The capacity of the works to be put up now will be 300 tons per day, with the object of hereafter increasing it. It is proposed to build 12 or 14 calcining furnaces, 10 or 12 reverberatory furnaces for smelting, and two blast furnaces. These works, with ore bins, etc., will cover over five acres of ground. The smelter furnaces will be built to use coal and coke, it not being the intention of the company to use any wood for fuel save in the calcining furnaces, except when through some emergency coal cannot be had. It is estimated 100 tons of coal and coke will be used each day. The second grade ores of the Anaconda and St. Lawrence, as above mentioned, will be made into matter of 65 per cent. copper, which will be shipped to Baltimore or Swansea for final separation. The works will cost about \$500,000, which amount of money will be expended within the next eighteen months. It is expected that the works and number of employees will be continually increased for years.

These works will be eight miles from Stuart and seven miles from Warm Spring Station. It will be seen that the shipments to them of ore, coke and coal alone will be 400 tons—forty to fifty carloads—per day, the ore being hauled thirty miles, the coal, at least 600 miles, and the coke from Pennsylvania or England. Of course this necessitates the construction of a connecting line of

railroad to Stuart or Warm Springs. Which company will build it, or whether both will operate to that point, is not to us known, but it is reasonable to suppose it will be built speedily.

#### PRUSSIAN RAILWAYS.

*Special Correspondence of The Northwest.*

BERLIN, June 4th, 1883.

During the last few years, all, or nearly all of the Prussian railways have ceased to be the property of private corporations and passed under the control of the State, and the few which have managed so far successfully to escape their destiny, are sure to follow suit in a very short time. Whether the people at large will be benefited by such a measure, remains to be seen. At present, the country is not; for an enormous amount of capital has become idle and will go abroad when it cannot find a good investment at home. Men who are accustomed to receive 6, 8, or more per cent. interest on their money, will not invest in consols at  $3\frac{1}{2}$  or 4, and if they do not get what they want here, they will obtain it somewhere else. I have it on good authority, that during the last winter a vast amount of German capital has been invested in American securities, but these operations have

as far as cars, comfort and equipment are concerned. To a free American citizen, the idea of a man being shut up, according to his rank in life, in a low, narrow compartment of the 1st, 2d, 3d, or 4th class is extremely revolting, and I could not blame my young friend from "Kentuck" for giving vent to his feelings on the subject in rather strong language. Seated at my side in one of those uncomfortably narrow coupés, his eyes fell suddenly on the two words *Hell* and *Dunkel*, near the lamp in the ceiling, which mean that by turning a certain lever to the right or to the left, you can make it either light or dark. "Oh," he exclaimed, "I don't know who *Dunkel* is, but if he is the builder of this car, I'll just give him —," that other word. I was perfectly shocked when I heard the expression, but have recovered since.

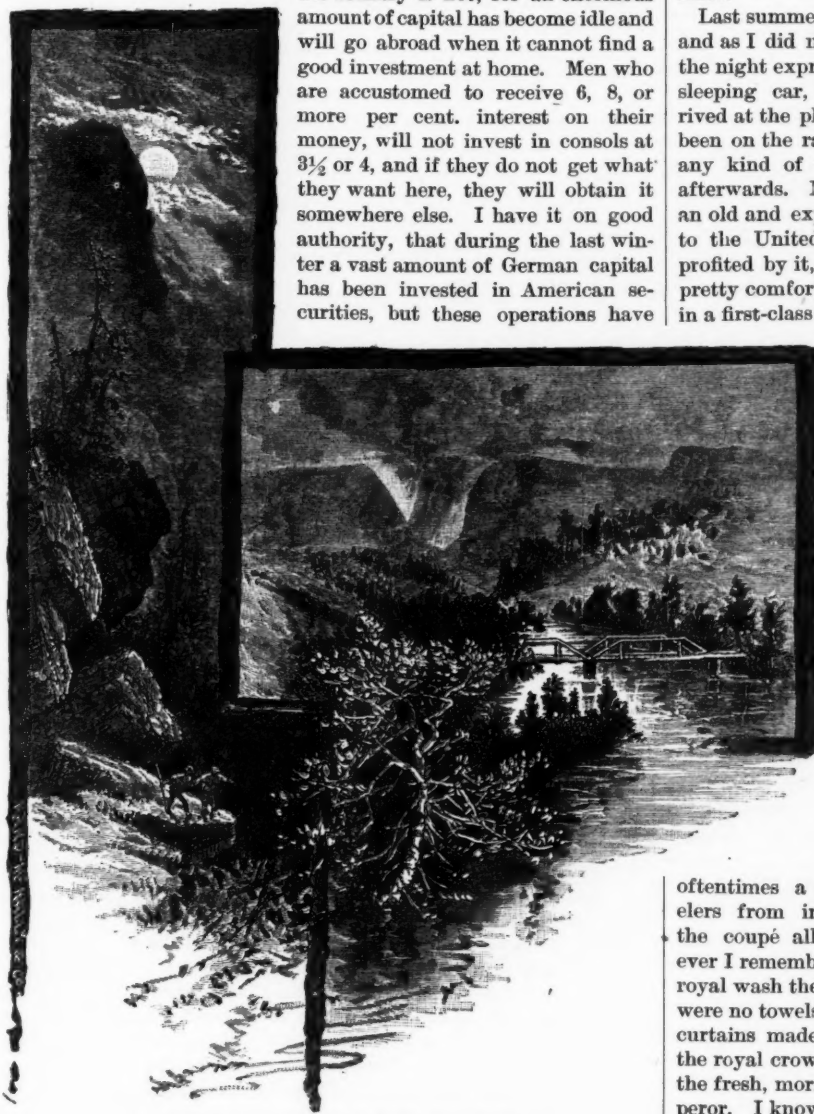
Last summer I had to go from Berlin to Silesia, and as I did not want to lose any time, I took the night express train. There was no Pullman sleeping car, you may be sure of it, and I arrived at the place of my destination, as if I had been on the rack for eight hours, and unfit to do any kind of work, at least for several hours afterwards. My friend whom I had gone to see, an old and experienced traveler, who had been to the United States several times, and had profited by it, told me that in order to travel pretty comfortably at night, I had to take a seat in a first-class coupé. Now, railway travel is ex-

ceedingly dear in Germany, the trip from Berlin to Leipsic via Halle for instance, a distance of 161 kilometres (93 miles) costing in a second-class car marks 13.80 or more than 3 cents a mile. But in order to have real comfort, you ought to take two seats first-class (that is at a cost of 9 cents a mile); after pulling out two opposite seats you will find that they make a regular bed with bolster attached, and if you have an overcoat to come nobly to the rescue, you have a blanket also. When I objected to taking two tickets, my friend smiled, and he was right. That close economy which is sometimes a virtue with the German people, and

oftentimes a vice, prevented my fellow travelers from intruding on my privacy. I had the coupé all to myself, slept as happily as ever I remember to have slept, and had a right royal wash the next morning. To be sure, there were no towels, but there were beautiful window-curtains made of white silk and adorned with the royal crown in gold, and when I stepped into the fresh, morning air, I felt every inch an emperor. I know I ought not to have done it, but first to give a man a marble basin filled with cold, clear water, then not give him a towel, but show him those beautiful white silken curtains instead, is a temptation which I was not strong enough to resist.

The other day I looked into a fourth-class car to see what it was like, and now I know. No seats, no windows worth speaking of, no ventilation. A Montana two-year-old steer would have resented it; the German peasant does not, but smokes his pipe in silence and looks through the little apertures calling themselves windows, at this strange world.

There is one class of travelers which is very numerous in Germany, quite well-to-do people too, who prefer the third to the second-class, not because it is cheaper, but because it is airier. Now, the third-class is more airy, since the different compartments are not divided from each other by walls; but, when you take the vile tobacco into



IN THE YELLOWSTONE NATIONAL PARK.

been carried on very quietly, as people are afraid of the tax collector, all incomes over 1,000 thalers being liable to taxation of not less than 6 per cent. a year. A gentleman of my acquaintance, connected very prominently with one of the great New York insurance companies, told me a short time ago that he sold in one single day \$40,000 worth of Northern Pacific Bonds to a party looking out for a permanent investment, and that those bonds were considered now one of the very safest employments of capital.

As I have said before, it remains to be seen what the Prussian railways will become under the control of the State; at present I can only state what they are. They are excellent in regard to road-beds, depots, bridges and thorough discipline of officials, but they are perfectly atrocious

consideration being smoked here incessantly, and the fumes of beer and the lack of delicacy in conversation, I think the advantage rather illusory. Whenever a person tells me that he prefers the third-class, not because it is cheap, but for this or that reason, I tell him the story of the King of France, who once came to a certain town and was greeted by its burgomaster with the following set speech:

"Your Majesty! we would have fired a salute from one hundred guns, but have refrained from doing so for one hundred reasons. First, we had no guns; secondly—"

"Never mind the other ninety-nine," replied the king; "the first reason is perfectly sufficient to me."

I have said before that the cars on Prussian railways are abominable, but no one who has seen the workings of the Prussian Government can deny that it has accomplished wonders. Think of what the army has done! Look at the City of Berlin, which, under the present king and his great minister, Bismarck, has doubled its population, trebled its importance, quadrupled its commerce, and do not be surprised if the railway-cars should be re-organized too. I am informed that the German Government will not only be officially represented at the opening festivities of the Northern Pacific Railroad, in September, but that Emperor William will send one of his personal aid-de-camps for that occasion, and these gentlemen can hardly come back without feeling ashamed of their narrow, puny, shabby, uncomfortable, close, unhealthy railway-cars. The result must be improvement, vast improvement, which will be appreciated by no one more than those who have learned to regard a trip over the Northern Pacific line in one of those gorgeous palace-cars as one of the greatest luxuries of life.

R. G.

#### PROFITABLE FARMING IN DAKOTA.

As an illustration of the value of farm property in Dakota, this is related:

J. A. Teeple, of Aylmer, Ontario, bought 320 acres last July, paying \$3,800 for the farm and the standing crop. He sold the crop for \$3,559—leaving the whole farm costing him, at the end of the first season, only \$241, besides the work of harvesting, threshing, and marketing. Mr. Teeple also bought 160 acres for \$2,000, and the first crop brought him \$1,778—making the cost of the farm all paid for, at the end of the first season, except \$212. T. L. Fay came to Dakota five years ago and took a homestead and timber claim, and at the time had nothing but a span of horses and \$120 in cash, and since that time he had prospered, so that to-day he is worth \$6,500—all of it made off his farms, in addition to his current expenses of various sorts. There is scarcely a township in all Dakota which does not afford opportunities for success as marked as any of these cases, and it is the continued and wide-spread evidence of this fact that is attracting so many people from the Eastern States to this section. A homeseeker can scarcely make a mistake in locating in Dakota—the only mistake he is likely to make is in feeling that, on account of her reputation, things grow spontaneously out here. It takes good, honest hard work to make these successes, and drones needn't hope to find fortunes to be picked up without effort.

The credit of Portland, Oregon, is above par, and has advanced during the year. Twenty thousand dollars in city bonds to run twenty years at six per cent, interest payable semi-annually, placed on the market a few days since, has been taken at  $2\frac{1}{2}$  per cent. premium. A similar issue sold a year ago at a fraction above one per cent. premium.

#### QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprises, promising investments for capital, railroad securities, etc.]

##### Northern Pacific Dividend Scrip.

FALLS CHURCH, VA., June 6th, 1883.

To the Editor of *The Northwest*:

Will you please state in your "Questions and Answer" column, at what price and from whom Dividend Scrip of the Northern Pacific Preferred Stock can be obtained, and whether you consider such investment desirable? E.

Can be purchased through any of the financial firms advertising in this journal. The price is about 92, and for a short time investment it is very desirable. The Scrip can be redeemed by the Company after one year, and must be within five years from date of issue.

##### Government Lands in Washington Territory.

RUPERT, VERMONT, June 4th, 1883.

To the Editor of *The Northwest*:

Can you inform me if there is any vacant Government land near New Tacoma? C. W. L.

There is no vacant Government land within several miles of New Tacoma. This is the general condition near thriving towns such as Tacoma. The Northern Pacific Company has lands for sale all over the Sound and in Eastern Washington. In Eastern Washington, the Government lands are not taken, except near the railroad lines and towns.

#### ACROSS THE CHASM.

Inauguration of the Highest Wooden Railroad Trestle in the World.

From the *Missoula (Mont.) Times*, June 20th.

Last Thursday evening word was received at the Northern Pacific Railroad headquarters, from Contractor Winston, that at 2 o'clock on the following day the locomotive would pass over Marent trestle, the highest structure of the kind in the world. The news was circulated about town, and soon every livery team and available outfit in Missoula had been engaged by parties anxious to see the trial trip across the gulch. The railroad office was closed for the day, and the clerks, engineers, and all employed by the company were given a holiday.

At 10:30 A.M. on Friday the locomotive rounded a curve half a mile away from O'Keefe, high up on the mountain side, and the inhabitants of the half deserted town gathered in the middle of the street and saluted the great "civilizer" with lusty yells. At that hour people began to arrive from Missoula, many of whom looked upon the great structure for the first time, and expressed their surprise at the magnitude of the undertaking. The few carpenters adding the finishing touches on the top of the trestle looked like tiny beings, and the sound of the sledge seemed like the hollow, faint thuds of workmen a mile away.

After looking up long enough, the crowd of visitors from Missoula climbed the hill, viewed the trestle from the top and looked down. The track-layers were but a short distance away, and the rapid process of laying the rails next engaged the attention of the crowd. Soon the whistle of the construction train was heard, the sound reverberating from mountain to mountain and across the thickly wooded cañon, and the train wound slowly along its narrow mountain pathway and stopped near the construction force. The doubting imaginations of years seemed now a joyous reality, and an eye-witness states that the enthusiasm was so great that Postmaster Dickinson never thought of his lunch basket, while Alderman Worden capered about and leaped from rock to rock like a school-boy, and Mayor Woody climbed a sapling like a squirrel.

It was after 4 o'clock in the afternoon when the rails were laid across the trestle and a train, consisting of flat cars loaded with rails and an engine at each end, was ready to make the trial trip. A great many boarded the cars, determined to cross the trestle with the first train. Engine No. 452, weighing fifty-five tons, slowly felt its way out on the dizzy structure and stopped in the middle of the bridge, 226 feet in the air. It was at that moment that several brave fellows were white with fear, while some of the railroad men danced on the cars in delight. The trestle was a success. Scarce a creaking sound was heard, and an engineer calculated the deflection at the centre of the trusses only half an inch. The engineers pronounced the structure as solid as any on the continent.

The trestle is 866 feet long and 226 feet 10 inches high at the centre piers, and contains over 800,000 feet of timber. The piers are so constructed that the trestle can be replaced by an iron bridge without inconvenience. It was designed by C. C. Schneider, architect of the Bismarck bridge, and other great bridges; but to H. J. Howe, a young engineer of Missoula, will be given the credit of all the calculations and figures, and the thousand and one other details, requiring months of steady thought and tiresome work. It must have been a proud day to Mr. Howe, to see the vision of months a solid reality, without a single flaw to mar its success. Engineer Wallace and his subordinates are entitled to equal praise for carrying out the plans to so high a degree of perfection.

#### CLIMATE OF EASTERN WASHINGTON.

From the *Spokane Falls Chronicle*.

We have in this favored region a mild, uniform climate, a sufficiency of rainfall to secure unfailing crops, no excessive inundations of streams and rivers, the highest temperature tempered by mountain breezes, and the lowest temperature holds a veto on all blizzards. By reference to our annual weather report, it will be seen that the hottest day was in August, 101.5 degrees, the coldest day in January, twenty-seven degrees below zero, the greatest average range of temperature was in August, 30.9 degrees, average temperature for the year, forty-eight degrees, total rainfall, 18.18 inches, greatest velocity of wind thirty-seven miles per hour, average velocity for the year about nine miles per hour, with the prevailing winds from the Southwest. This speaks for itself. Last year in this region was exceptional in the matter of drouth and cold, and yet comparatively no suffering ensued. This year shows a later spring than usual but the crops are in unusually fine condition and the entire outlook is bright with promise. These items we publish to satisfy the many inquiries which we receive in reference to these points, and we are glad to share the information with those whose condition would be improved by coming to share with us.

THREE years ago, several thousand young shad were let loose in the Sacramento River, California, by Prof. Baird, of the National Fish Commission, merely as an experiment, in the hope of stocking that stream with this favorite and valuable food fish. The benefit has been far beyond the highest expectations. Not only has the Sacramento River become thoroughly stocked with shad from this single transplant, but San Francisco Bay and all the inlets of the coast as far north as Puget Sound as well. Last year several shad were caught in the Columbia River at Astoria, and this season they are in comparative good supply, and shipments are made daily to this city. In another year, doubtless, we shall have them in great numbers. The shad fully grown is about half the size of the salmon, and in the fresh state is scarcely less valued.—*Portland Oregonian*.



## OFFICIAL RECORD.

In this Department is given official information concerning the affairs of the Companies included in the "Villard System," namely, the Northern Pacific Railroad Company, the Oregon and Transcontinental Company, the Oregon Railway and Navigation Company, the Oregon and California Railroad Company, and the Oregon Improvement Company.

## NORTHERN PACIFIC RAILROAD.

## OFFICERS.

H. VILLARD, President.....	35 Wall St., New York.
T. F. OAKES, Vice-President.....	" "
A. J. THOMAS, 2d Vice-President.....	" "
SAM'L WILKESON, Secretary.....	" "
GEORGE GRAY, Gen. Counsel.....	" "
R. L. BELKNAP, Treasurer.....	" "
J. A. BARKER, Gen. Auditor.....	" "
A. ANDERSON, Engineer-in-Chief.....	Brainerd, Minn.

## OPERATING DEPARTMENT.

## EASTERN DIVISION.

HERMAN HAUPT, Gen. Manager.....	St. Paul, Minn.
J. T. ODELL, Sup't Transportation.....	" "
J. M. HANNAFORD, Gen. Freight Agent.....	" "
G. K. BARNES, Gen. Pas. and Ticket Agent.....	" "
W. J. FOOTNER, Sup't Express.....	" "
J. H. AMES, Gen. Purchasing Agent.....	" "
M. P. MARTIN, Auditor.....	" "
G. G. SANBORN, Local Treasurer.....	" "
D. K. FORD, Gen. Claim Agent.....	" "
T. J. DELAMERE, Car Accountant.....	" "
O. C. GREENE, Sup't Telegraph.....	" "
W. H. LOWE, Gen. Baggage Agent.....	Brainerd, Minn.
M. C. KIMBERLY, Sup't St. Paul & Minn. Div.....	" "
J. M. GRAHAM, Sup't Dakota Division.....	Fargo, Dak.
D. R. TAYLOR, Sup't Missouri Division.....	Mandan, Dak.
S. R. AINSLIE, Sup't Yellowstone Division.....	Glendive, Mon.
A. E. LAW, Ass't Sup't L. F. & D. R. Ry.....	St. Paul, Minn.
W. D. SIMPSON, Ass't Sup't N. P. F. & B. H. Ry.....	Fergus Falls, Minn.
G. W. CUSHING, Sup't Mach., M. P. and Rolling St'k.....	St. Paul, Minn.
H. J. SMALL, Ass't Sup't Machinery.....	Brainerd, Minn.
F. H. LEWIS, Act. Sup't Track, Bridges, etc.....	St. Paul, Minn.
A. E. TAYLOR, Chief Roadm'n.....	M. D. & Brechs. Brainerd.
C. C. WRENTHALL, Engr. Track, Bridges & Bldgs.....	Glendive, Mon.
E. J. WESTLAKE, Sup't Dining Cars.....	St. Paul, Minn.
F. H. ELVIDGE, Fuel Agent.....	Brainerd, Minn.

## WESTERN DIVISION.

J. M. BUCKLEY, Ass't Gen. Manager.....	New Tacoma, W. T.
JOHN MUIR, Sup't of Traffic.....	Portland, Ore.
H. DE RAASLOFF, Sup't Pacific Division.....	New Tacoma, W. T.
F. F. GRIFFIN, Sup't Pend d'Oreille Div.....	Ainsworth, W. T.
MARTIN WINCH, Gen. Baggage Agent.....	Portland, Ore.

## LAND DEPARTMENT.

CHAS. B. LAMBORN, Land Commissioner.....	St. Paul, Minn.
P. B. GROAT, Gen. Emigration Agent.....	" "
R. J. WEMYSS, Gen. Land Agent.....	" "
ED. STONE, Gen. Land Agent.....	Helena, Mon.
PAUL SCHULZE, Gen. Land Agent.....	Portland, Ore.
H. J. WINNER, Bureau of Information.....	New York.

## FOREIGN AGENCIES.

A. ROEDERHEIMER, Gen. Eu. Agt., 20 Water St., Liverpool, Eng.	
G. ROEDERER, Gen. Agent., Schelling Str., 14, I. Berlin, Ger.	
C. JAEGER, Junghefstrasse 9, Frankfurt-am-Main.	

## GENERAL AGENTS.

A. D. EDGAR.....	52 Clark St., Chicago.
CHAS. EWALD.....	285 Broadway.
S. G. FULTON.....	Helena, Montana.
A. S. CHASE.....	Duluth, Minn., and Superior, Wis.

## TRAVELING AGENTS.

GEORGE D. TELLER.....	21 Exchange St., Buffalo, N. Y.
A. J. QUIN.....	15 State St., Boston.
LEWIS L. HOUTT.....	1724 Park Ave., Philadelphia.
GEORGE DEW.....	72 Yonge St., Toronto, Can.
FRED. H. LORD.....	52 Clark St., Chicago.
T. K. STATELER.....	St. Paul, Minn.
P. P. YOUNG.....	113 Vine St., Cincinnati, Ohio.
J. H. JACK.....	112 North Fourth St., St. Louis, Mo.

## OREGON &amp; TRANSCONTINENTAL CO.

## OFFICERS.

HENRY VILLARD, President.....	New York.
J. N. DOLPH, Vice-President.....	Portland, Oregon.
A. J. THOMAS, 2d Vice-President.....	New York.
C. H. PRESCOTT, Treasurer.....	Portland, Oregon.
EDWARD EDES, Asst. Treasurer.....	Portland, Oregon.
JOSEPH SIMON, Secretary.....	New York.
C. A. SPOFFORD, Asst. Secretary.....	New York.
FARMERS' LOAN & TRUST CO., Transfer Agents.....	" "

## OREGON RAILWAY &amp; NAVIGATION CO.

## OFFICERS.

HENRY VILLARD, President.....	New York City.
J. N. DOLPH, Vice-President.....	Portland, Oregon.
HORACE WHITE, Treasurer.....	New York City.
THEODORE WYANT, Sec'y and Asst. Treas.....	Portland, Oregon.
C. H. PRESCOTT, Manager.....	" "
ROBERT E. O'BRIEN, Asst. Manager.....	" "
ARTEMUS H. HOLMES, Gen. Counsel.....	New York.
C. J. SMITH, Comptroller.....	Portland, Oregon.
T. H. TYNDAL, Asst. Secretary.....	New York City.
JOHN MUIR, Supt. of Traffic.....	Portland, Oregon.
H. S. ROWE, Supt. Railroad Div.....	" "
J. H. HUBBARD, Auditor.....	" "
PAUL SCHULZE, Gen. Land Agent.....	" "
GOODALL, PERKINS & Co., Supt. Ocean Div.....	San Francisco, Cal.
FRANK T. DODGE, Supt. Riv. & Sound Div.....	Portland, Oregon.
H. THIELSON, Chief Engineer.....	" "
H. B. THIELSON, Asst. Chief Engineer.....	" "
J. M. DRAKE, Purchasing Agent.....	" "
J. D. BILES, Tax Agent.....	" "
MARTIN WINCH, Gen. Baggage Agent.....	" "
C. C. HOBART, Master Mechanic.....	The Dalles, Oregon.
JOHN GATES, Chief Engineer River Div.....	Portland, Oregon.

## OREGON &amp; CALIFORNIA RAILROAD COMPANY.

## OFFICERS.

H. VILLARD, President.....	New York.
R. KOEHLER, Vice-President.....	Portland, Oregon.
GEO. H. ANDREWS, Treasurer & Secretary.....	" "
R. KOEHLER, Gen. Manager.....	" "
A. J. THOMAS, Asst. Treasurer.....	New York.
J. L. TYNDAL, Asst. Secretary.....	" "
J. BRANDT, Jr., Gen. Superintendent.....	Portland, Oregon.
CHAS. A. F. MORRIS, Chief Engineer.....	" "
E. P. ROGERS, Gen. Freight & Pass. Agent.....	" "

## OREGON IMPROVEMENT COMPANY.

## OFFICERS.

C. H. PRESCOTT, President and Manager.....	Portland, Oregon.
A. H. HOLMES, Vice-President.....	New York.
HORACE WHITE, Treasurer.....	" "
T. H. TYNDAL, Secretary.....	" "
J. L. HOWARD, Asst. Man. & Supt. Coal Dept.....	San Francisco.
C. J. SMITH, Comptroller.....	Portland, Oregon.
JOSEPH SIMON, Asst. Secretary.....	" "
T. R. TANNATT, Supt. Land Department.....	Walla Walla, W. T.
TRANSFER AGENT, Farmer's Loan & Trust Co.....	New York.
GOODALL, PERKINS & Co., Agents Ocean Div.....	San Francisco.

## DAWSON, DAKOTA.

Among the promising new towns in Northern Dakota, is Dawson, on the main line of the Northern Pacific Railroad, 145 miles west of Fargo. Its existence only dates from a few months back, but it already makes a good show of buildings to the eye of the passenger trains which run through it, and can boast of those two essentials to the rapid development of a juvenile city: a large hotel to care for people who come to see it, and a weekly newspaper to proclaim its wants to the world at large. This newspaper, the *Globe*, gives in a recent number the following reasons for believing that Dawson is to have a brilliant future:

"Because it is located nearly in the geographical centre of the country, being entirely surrounded by the best farming land in Dakota, in the centre of the justly celebrated Dakota Valley. This valley being about twenty miles wide, and two hundred miles long, extending north to the British possessions, taking in the great Moose River and Devil's Lake country, and its course to the great Northwest. There was more wheat raised to the acre the past year, 1882, in this valley and in the vicinity of Dawson, than in any other county on the line of the Northern Pacific Railroad between Fargo and Bismarck; wheat all grading No. 1, hard; and also from its being in the hands of a syndicate of Chicago capitalists, known as 'The Dawson City Land and Improvement Company,' who propose to push the place to the front, and make it the leading commercial and manufacturing point of North Dakota, a rank to which it is justly entitled by reason of its unrivaled position. Please bear in mind that there are thousands of acres of land in this beautiful valley yet unsold by the railroad company, that can be purchased at the low price of \$4.00 per acre, as well as thousands of acres of Government land open for settlement to the actual settlers, thus giving to the poor man a home in this beautiful valley at a merely nominal sum. A large number of buildings are in course of erection at Dawson, and contracts made for many more. Among the number a very large and elegant hotel, several stores, an elevator, school houses, churches, and a flouring mill of large capacity."

MISSOULA needs fifty new dwelling-houses. Agents state that there were a dozen calls for dwellings on Monday, and only one house empty. No investment pays so well as a dwelling house suitable for one family, and business men who are interested in the growth of the town, should use their influence to see that all who desire houses can be accommodated.—*Missoula Times*.

THE fruit crop this season in the Rogue River Valley, Oregon, will be of the largest ever raised.

HARRINGTON is the name of a new town in the Big Bend country, twenty-five miles north of Sprague, W. T.

## A LITTLE NONSENSE.

"MA, what is hush?" asked a little boy. "Why, my dear, do you ask?" "Because I asked sister Jane what made her new dress stick out so behind, and she said 'hush.'"

"MR. Isaacs, can you tole me vere vas the first diamond?" "No, Mr. Yawcobs; vere vas it?" "Vy, Noah's son in der ark; he vas a Shem of der fust vater."—*Boston Commercial Bulletin*.

"YES," said the tramp, "I think he is the president of a charitable society, for he kicked me four rods further than the average, and then set a durned great bull-dog on me."—*Boston Post*.

DIGBY has been working hard at Italian all winter, and resolves to try a little on a newly-arrived emigrant. "Parlate Italiano, signor?" Emigrant: "Arrah, now, what are ye givin' us?"—*Life*.

A Dr. Kittridge, of Chicago, in making preparations for his marriage, sold a green parrot to a neighbor who talks of returning it, because every time the door opens it cries out, "D—n the book agent."—*Ex*.

"I DON'T object to codfish as an occasional luxury," remarked Mr. Oldboarder at breakfast, "but for a steady feed its altogether too briny for my blood." But the landlord told him he was too fresh.—*Hawkeye*.

"OH, dear!" sighed Mrs. P., with a toothache. "Why can't people be born without teeth?" "If you will reflect a moment, my dear," replied Mr. P., "you will be convinced that such is the fact."—*Burlington Free Press*.

AN Irishman who had been contending that a mule was a nobler animal than a horse, said that a mule had once saved him from drowning. "How was that, Paddy?" asked one of the by-standers. "Faith, he gave me such a lick wid his hind leg, that he landed me on the other side of the canawl instid of in it."

A PITTSBURGH girl, who had refused a good-looking telegraph repair man three times within six months, gave as a reason, that he was too much of a wanderer; that he roamed from pole to pole, from one climb to another, and that if he did come home, he'd be insu-late that the neighbors would be sure to talk.

"So you has done leff de Jones'?" remarked Maltidy Snowball to Eliza Pinkston, both colored, as they met on Austin Avenue. "You bet I leffed 'em. Dey cotched me wid a dollar I found on de mantelpiece, and tuck it away from me, so I jest quit 'em." "You is a fool, niggah, I wouldn't have leff till I done got my dollar back. White folks am so presumin' nowadays."—*Texas Siftings*.

MRS. Loveflowers (from her window to new maid-servant who is at work in the garden). "What are you doing in the petunia bed, Norah?" "Shure, I'm pullin' up all the wild carrots, 'm, an' I'll have it all wed in a minnit, 'm."

"Are you sure that you know the weeds from the young plants?"

"Faith I am, 'm. They smells jist like tame carrots, 'm; an' I smells ivery wan soon's I pulls it up, 'm."—*Harper's Bazar*.

JIM Sniverly has been absent from Austin for several years. He returned not long since, and one of the first men he met was Bill Tinkerson. They had just taken a social drink, when Bill remarked: "Do you remember Sally Jane Benderley?" "That great big, gawky, red-headed girl with freckles as big as a dime all over her nose?" "Yes—that's the gal." "Of course I remember her. Nobody could ever forget her. It is impossible to duplicate a face like that. She had a mouth like a cat-fish. What of her?" "Oh, nothing; except that she is my wife."—*Texas Siftings*.

## Prices of Northern Pacific and Oregon Securities.

FURNISHED BY DECKER, HOWELL &amp; Co., 58 BROADWAY, NEW YORK.

The following table shows the highest and lowest prices and sales of the Northern Pacific and Oregon Securities on the New York Stock Exchange, from June 4th to July 3d.

1883.	No. Pac. Com.			No. Pac. Pfd.			Oregon & Trans'l			O. R. & Nav.			Oregon Imp. St'k.			O. Imp. Bonds.		O. & T. Bonds.	
	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	Bid.	Asked.	Bid.	Asked.
June 5th.....	50 3/4	50 3/4	3,600	88	87 3/4	3,400	81 3/4	81 3/4	2,100	141	140	500	.....	.....	.....	92	93	94 1/2	95 1/2
June 6th.....	51	50 3/4	4,300	88 3/4	88	4,800	81 3/4	81 3/4	10,700	145	141 1/2	900	.....	.....	.....	92	92 1/2	95 1/2	96
June 7th.....	52 1/4	51	12,000	89 3/4	88 3/4	15,500	86	81 3/4	9,300	146	145	1000	.....	.....	.....	.....	92 1/2	95 3/4	95 3/4
June 8th.....	51 3/4	51 3/4	6,700	89 3/4	88 3/4	4,800	85 3/4	85	4,200	146 3/4	146	1000	.....	.....	.....	91 3/4	93	95 1/2	95 3/4
June 9th.....	51 3/4	51 3/4	4,600	89 3/4	88 3/4	3,700	85 3/4	85 3/4	5,000	146 3/4	146 3/4	200	.....	.....	.....	91 1/2	92 3/4	96	97
June 11th.....	51 3/4	51 3/4	4,500	89 3/4	88 3/4	2,800	85 1/4	85 1/4	7,500	147 1/4	147 1/4	400	.....	.....	.....	91 3/4	92	96 3/4	96 3/4
June 12th.....	52 3/4	51 3/4	9,500	90 1/4	89 1/4	12,700	86 1/4	85 3/4	11,300	148 1/4	146 1/4	500	.....	.....	.....	91 3/4	92 3/4	97	97 1/4
June 13th.....	52 3/4	52 3/4	4,000	90 1/4	89 1/4	5,600	86 1/4	86 1/4	4,300	148 1/4	148 1/4	100	.....	.....	.....	91 3/4	92 3/4	96 3/4	97 1/4
June 14th.....	52 3/4	52 3/4	14,300	90 3/4	90	10,700	86 3/4	86 1/4	9,500	150	148 1/4	1100	.....	.....	.....	91 3/4	92 3/4	96 3/4	96 3/4
June 15th.....	53 1/4	53 3/4	4,100	90 3/4	90	11,000	86 3/4	86 1/4	5,800	150	150	100	.....	.....	.....	91 3/4	92	96	96 1/2
June 16th.....	52 3/4	52 3/4	3,400	90 3/4	89 3/4	14,600	86 1/4	85 3/4	6,100	149 3/4	149 3/4	400	.....	.....	.....	91 3/4	92 1/4	96 1/2	96 3/4
June 18th.....	50 3/4	52	5,300	90 1/4	89 3/4	6,400	86 3/4	85 3/4	3,400	.....	.....	.....	.....	.....	.....	91 3/4	.....	96 3/4	97
June 19th.....	52 3/4	52 1/4	4,100	90 3/4	90	16,100	86 1/4	85 3/4	2,800	150	150	100	.....	.....	.....	91 3/4	92	96 3/4	97
June 20th.....	52 3/4	51 3/4	5,900	90 1/4	89	12,700	85 3/4	84 3/4	11,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	92
June 21st.....	52 3/4	51 3/4	3,400	90 1/4	89 3/4	12,700	85 3/4	84 3/4	2,800	.....	.....	.....	.....	.....	.....	.....	92	96 3/4	96 3/4
June 23d.....	52 3/4	51 3/4	3,300	90 1/4	89 3/4	7,400	85 3/4	85	2,300	.....	.....	.....	.....	.....	.....	91	92	96 3/4	96 3/4
June 23d.....	52	52	1,400	90 1/4	89 3/4	900	85 3/4	85 1/4	1,300	.....	.....	.....	.....	.....	.....	91	.....	96 3/4	96 3/4
June 25th.....	52	51 3/4	2,300	90 1/4	89 3/4	1,000	85 3/4	85 1/4	800	.....	.....	.....	.....	.....	.....	91 1/4	92	96 3/4	97
June 26th.....	51 3/4	51 3/4	4,700	89 3/4	89	7,300	83 3/4	82 3/4	2,200	.....	.....	.....	.....	.....	.....	91 3/4	92	96 3/4	96 3/4
June 27th.....	51 3/4	51	2,700	89 3/4	89	5,600	83 3/4	83	2,600	.....	.....	.....	.....	.....	.....	91 3/4	92	96 3/4	96 3/4
June 28th.....	51 3/4	50 3/4	4,300	89 1/4	88 1/4	5,800	83 1/4	82 3/4	4,500	.....	.....	.....	.....	.....	.....	91 3/4	92 1/4	96 1/2	96 3/4
June 29th.....	51 3/4	51 3/4	1,300	90	89 1/4	3,500	83 3/4	83 3/4	2,600	143	148	100	.....	.....	.....	92	92 3/4	96 1/2	.....
June 30th.....	51 3/4	51 3/4	800	89 3/4	89 3/4	2,600	83 1/4	83 1/4	1,300	149	149	100	.....	.....	.....	92	92 3/4	96 3/4	96 3/4
July 3d.....	51 3/4	51 3/4	1,000	89 3/4	89 3/4	600	83 1/4	83	900	.....	.....	.....	.....	.....	.....	92	92 1/4	96 1/2	97 1/2
July 3d.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## NORTHERN PACIFIC EARNINGS.

The approximate Gross Earnings of the Northern Pacific Railroad Company for the month of June were \$788,700 Road miles, 1,701 Corresponding month of last year ..... 704,616 60 " " 1,298

Increase .... 84,083 40 " " 403

Twelve months this year.....\$7,912,425 29 " " last " ..... 5,430,305 56

Increase.....\$2,482,119 73

## O. R. &amp; N. CO. EARNINGS.

The earnings for the first eleven months of the current fiscal year were as follows:

	Gross.	Net.
July 1st to April 30th.....	\$4,215,310	\$2,059,803
May.....	427,600	213,800
Total.....	\$4,642,910	\$2,273,603
May, 1882.....	412,213	201,765

## OREGON IMPROVEMENT CO. EARNINGS.

(Owning and operating the Pacific Coast S. S. Co., the Columbia and Puget Sound R. R. Co., and the Seattle Coal and Transportation Co.)

The earnings of all Companies for the first five months of the current fiscal year were as follows:

	Gross.	Net.
December 1st, 1882, to March 31st, 1883.....	\$1,068,413	\$241,436
April, 1883.....	312,901	119,105
Total.....	\$1,381,314	\$360,541
April, 1882.....	\$258,678	\$87,874

NEAR Billings, on the Yellowstone River, stands a sandstone column 400 feet high, known as Pompey's Pillar, and was so named by William Clarke the explorer nearly 80 years ago. About half way up is the inscription in carefully cut script letters: "William Clarke, July 25, 1806." A modern vandal has scratched his name above that of Clarke, but General Anderson of the N. P. Railroad has given orders to have the bumpkin's name removed, and a frame covered with glass placed over the name of William Clarke to preserve it. It was on his return from the mouth of the Columbia River that Clark passed this place.

ONE of the best signs of the times in Dakota is the fact that amid all the turmoil, the hurry and rush and bustle of business life out on these broad prairies, the people do not forget their religion. The church is built as soon as the home of the settler appears. Nothing will so assist in building up healthy and permanent towns as good churches, properly conducted.—*Jamestown Capital.*

## NORTHERN PACIFIC RAILROAD LAND SALES.

Approximate land sales for the month of June, 1883, with corresponding month of previous year:

	Acres.	Amount.	Town Lots.	Total Amount.
June, 1883.....	97,651	\$442,832	\$11,612	\$454,444
June, 1882.....	71,760	231,201	12,076	243,277

Total Inc'se, 1883. 25,891 \$211,631 \*\$464 \$211,167

Average per acre this year, \$4.54. Last year, \$3.22.

\* Decrease.

## Drexel, Morgan &amp; Co.,

WALL STREET,  
CORNER OF BROAD, NEW YORK.

DREXEL & Co.,  
No. 31 South Third Street,  
Philadelphia.

DREXEL, HARJES & Co.,  
31 Boulevard Haussmann,  
Paris.

## Domestic and Foreign Bankers.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable transfers. Circulars Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

## Messrs. J. S. MORGAN &amp; CO.,

No. 23 OLD BROAD STREET, LONDON.

Feb., '83—cu.

FOOTE & FRENCH,  
BANKERS,

— AND —

## DEALERS IN GOVERNMENT BONDS.

## NORTHERN PACIFIC

General Mortgage and Land Grant

GOLD 6's FOR SALE.

No. 7 Congress St. and No. 2 Congress Sq.,

BOSTON, MASS.

Jan., m.



## NORTHWESTERN NOTES.

It is said that a million in money is in sight in the Comanche mine at Phillipsburg, Montana, in the outcroppings alone.

THE Bozeman *Chronicle* is publishing a valuable series of historical papers concerning the Yellowstone valley, written by Mr. Topping.

THE population of Oregon and Washington has increased at the rate of 1,000 per week during the months of May and June.

THERE is not a vacant claim, tree claim, homestead or pre-emption to-day, open to filing in Aurora County, Dakota, and but very few in the Mitchell land district.

NORTHERN DAKOTA, according to the Fargo *Argus*, boasts of eight towns with a population of more than 1,000 each. Fargo heads the list with a round 10,000; Grand Folks follows with 6,000; Bismarck claims 3,000; Jamestown comes up next with 2,500; Valley City boasts of 1,800; Mandan and Wahpeton have 1,500 each, and Casselton ends the list with 1,200.

THE woolen mills at Ashland, in southern Oregon, are running day and night with thirty hands, and ship large quantities of goods to Portland and San Francisco. The prosperity of Ashland is remarkable for a town shut off from railroad communication, and with the completion of the Oregon & California Road, now being extended to it, a large increase in business and population ought to follow.

M. C. O. WILLIS, local agent for the Northern Pacific Railroad in this district, sold during the month of May, twenty-two town lots and 13,637.88 acres of land, in all amounting to \$71,698.90. At this rate the land in Spokane County will soon be disposed of. The recent raise in the price seems to have no effect only to stimulate the sale of lands.—*Sprague* (Wash. Ter.) *Herald*.

FRED LUX has brought us some wheat which looks very fine, it is fully five feet high, and the produce of one grain is exactly thirty-two well-developed heads of wheat. This was raised on land, which, three years since, was jeered at, and its present proprietor told that he would starve to death if he attempted to raise anything on it. It turns out to be equal to any land in this happy valley.—*Walla Walla Statesman*.

THE rush to the Big Bend country in Washington Territory continues unabated. The advance agents of a colony of about a hundred Welsh families have recently made selections of land. They are called the Pacific Coast Cambrian Colonization Co., and will lay out a town this summer in township 26, range 31, east of Willamette meridian. The roads leading into the Big Bend region are dotted with emigrant wagons.—*West Shore*.

THE hop industry is rapidly spreading from its original locality in Washington Territory in the Puyallup Valley. Says the *Seattle Post-Intelligencer*: "Our citizens lead and not follow. Having gone into the hop business, they have in a single season put in a greater acreage than all their neighbors combined have done in ten years, and as the result it is intended to make this place the leading hop market of the Pacific coast. Not far from 1,000,000 pounds will be handled by home dealers during the coming year, and 2,000,000 or more a year later.

THE only parts of Oregon where great droves of cattle still feed on the range is the region about Prineville, in the central part of the State, and in Lake County. The famous ranges of Eastern Oregon are being fast settled and cut up into

farms, and Wascó has become almost solely a farming region. Lake and Cook Counties, too, will soon be invaded by settlers and their ranges broken up. The production of beef cattle in that State will increase steadily, but it will be from the farm and not from the range. Farmers will soon learn that there is profit, and great profit, in stall-fed steers, and in a few years every farm will send from one to twenty to the city market.

The Salem, Oregon, *Talk*, published in the central town of the Willamette valley, says: "Those who are looking for lands are assured that this is a healthy climate, has a rich, productive soil, and peculiarly adapted to the raising of wheat, oats and other grains, and grapes, and will produce all kinds of fruits, except those grown in tropical regions, in abundance. They then ask the price of different products and the amount of grain that can be grown on an average per acre, and are informed that wheat is worth about ninety cents per bushel, and we can grow, upon an average, twenty bushels per acre, and oats are now worth seventy-five cents per bushel, and we can grow, upon an average, fifty bushels per acre.

The Seattle *Chronicle* of Monday publishes a full account of progress made in construction of the railroad between Seattle and Tacoma. Twenty-one miles of new road are to be constructed, and the work is well under way. From Tacoma to Seattle by this route, the distance is forty-one miles. The Puyallup extension from Tacoma, commonly known as "the coal road," will be used for ten miles, and ten miles of the coal road from Seattle to Black River will also be utilized; so that the total length of new road (from track to track of old roads) will be as above stated. Much trestle-work is required on this line—four or five miles in all—besides bridges across Black, White, Stuck and Puyallup Rivers. The Black River bridge will be a single span of 160 feet; that over White River a single span of 180, and those over the Stuck and Puyallup respectively 160 and 320 feet. It is confidently expected that the road will be finished before the first of September.

THE great movements which in Portland manifest themselves in unprecedented business activity, a rush of building and crowded streets, extend throughout the country and are felt particularly in the Willamette Valley. One has but to pass through on the daily train to gain an idea of the new activity which is abroad in the country. Indications of it appear everywhere. The little wayside stations, almost without exception, have within the past few months taken on a brighter look. New houses are going up in every town and village, and hotels are filled with people looking about for locations of purchase or settlement. The trains are crowded to their utmost capacity almost every day, and extra cars are frequently taken on to accommodate the increasing travel. The population of every county in the valley has increased from five to fifteen hundred within the past six months, and in each many new enterprises have been or are about to be set in motion. *Portland Oregonian*.

## GOLD, BARBOUR &amp; SWORDS,

10 Pine Street, New York,

Members of the New York Stock Exchange.

Members of the New York Mining Stock Exchange.

All classes of Negotiable Securities bought and sold, and advances made on same.

Northern Pacific First Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Dividend Certificates bought and Sold.

Jan.-rk.

## NEW PUBLICATIONS.

THE YELLOWSTONE NATIONAL PARK,  
A MANUAL FOR TOURISTS.

Being a Description of the Mammoth Hot Springs, the Geyser Basins, the Cataracts, the Canyons, and other Features of the Land of Wonders.

By HENRY J. WINNER.

THE completion of railroad lines to the Park and of accommodations for entertaining visitors, make a guide book a necessity. This book gives to the intending tourist all necessary information, both as to the natural characteristics and chief points of interest, and describes in detail the peculiar attractions of six different routes within the Park. Twenty-four fine full-page illustrations and two excellent maps enhance the value of the descriptions. Price, 40 cents.

G. P. PUTNAM'S SONS,

27 and 29 W. 23d Street, New York.

## JUST PUBLISHED.

## NEW SECTIONAL MAP

—OF—

## DAKOTA AND MINNESOTA.

Exhibiting for the first time the boundary lines of the recently organized counties. All the sectional lines, surveys so far as made, counties, towns, villages, post-offices, rivers, creeks, etc., are accurately and clearly shown.

Size of DAKOTA, 36x48 inches. Scale 12 miles to one inch.

Size of MINNESOTA, 41x56 inches. Scale 8 miles to one inch.

## PRICES.

Printed on Bond Paper, in pocket form, - \$1 00  
" " Heavy " mounted on rollers, 1.50  
Mounted on Rollers, cloth back, - 2.00

Large Scale Wall Maps and Pocket Maps of every State and Territory in the United States, and of every country in the World; Pocket Maps of all the principal cities in the United States and abroad. Baedeker's, Murray's, Harper's and Appleton's Guides to Foreign Countries and Cities. Globes, Map Racks, etc., kept in stock. Importers and publishers of Atlases and Maps of every description. Address,

RAND, McNALLY & CO.,

Map Publishers,

148, 150, 152 & 154 Monroe St., Chicago.

June, '83—m.

## OHIO CENTRAL BARGE AND COAL CO.

TOLEDO, OHIO.

Line composed of Screw Steamers,

"W. T. GRAVES," "IRON DUKE,"  
"IRON CHIEF," "IRON AGE,"  
and Schooners, "DAVID DOWS," "IRON OLIFF,"  
"GEO. W. ADAMS," "JAMES COUCH,"  
and Iron Tug, "M. D. CARRINGTON."

## DEALERS IN COAL.

Distributing Docks at

DULUTH, MINN.

M. D. CARRINGTON, Pres't, TOLEDO, O.

A. E. ROOD, Gen'l Manager,

DULUTH, MINN.

May, '83—cu

S. H. & E. Y. MOORE,

HEAVY HARDWARE AND RAILROAD SUPPLIES.

—And Manufacturers of—

"CLIMAX" BARN DOOR HANGERS, &c.  
Railroad Hangers, Moore's Hand Hoists,  
Moore's Differential Pulley Blocks, &c.

163 & 165 LAKE ST., CHICAGO.

June '83—cu.

## St. Paul Advertisements.

ESTABLISHED 1860.

### BOHN MANUFACTURING CO.

*Sash, Doors, Blinds, Mouldings, Stair Work  
and Building Material,*

PINE AND HARD WOOD LUMBER.

WINONA, MINN.

Branch Office and Warehouse, Cor. Sixth and Wauconta Sts.,  
ST. PAUL, MINN.

### CRAIG, LARKIN & SMITH,

WHOLESALE CROCKERY,  
GLASSWARE, LAMPS AND HOUSE FURNISHING GOODS,

No. 350 SIBLEY STREET,

ST. PAUL, MINN.

L. H. MAXFIELD. C. SEABURY. W. T. MAXFIELD, *Special.*

### MAXFIELD & SEABURY,

WHOLESALE GROCERS,

195 to 199 East Third Street, Corner Sibley,  
ST. PAUL, MINN.

*Agents for the Oriental Powder Mills Mining and  
Blasting Powder.*

### H. P. RUGG & CO.,

PUMPS, PIPE, MILL

—AND—

RAILWAY SUPPLIES,

318 SIBLEY STREET,

ST. PAUL MINN.

### AUERBACH, FINCH & VAN SLYCK,

IMPORTERS AND JOBBERS OF

DRY GOODS AND NOTIONS,

FOURTH, SIBLEY and FIFTH STS.,

ST. PAUL, MINN.

New York Office, 53 Leonard Street.

JOHN H. ALLEN. DANIEL H. MOON. FRANCIS B. HOWELL.

The Oldest Wholesale Grocery House in the Northwest.

### ALLEN, MOON & CO.,

Successors to P. F. McQUINLAN &amp; Co., Established 1859.

Manufacturers' Agents and Importers of

*Teas and Coffees, English, French and German  
Canned Goods and Delicacies,  
and Fine Havana Cigars.*

201, 203, 205, 207 & 209 EAST THIRD ST., Cor. Sibley,  
ST. PAUL, MINN.

### STRONG, HACKETT & CO.,

IMPORTERS AND JOBBERS OF

Hardware, Tinnery's Stock and Tools,

GUNS AND SPORTING GOODS,

213, 215, 217 &amp; 219 EAST FOURTH STREET,

ST. PAUL, MINN.

### DE COSTER & CLARK,

### FURNITURE,

342 and 344 JACKSON STREET,

ST. PAUL, MINN.

### NOYES BRO'S & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

### FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE &amp; CO.,

371 and 373 Sibley St., St. Paul, Minn.

### NICOLS & DEAN,

Iron, Nails, Steel and Heavy Hardware,

Horse Shoes, Horse Nails, Bellows, Anvils,  
Vises, Drills, Coal, and Tools of all kinds.

WAGON AND CARRIAGE MATERIAL,

CORNER FIFTH AND SIBLEY STS.,

ST. PAUL, MINN.

### FARWELL, OZMUN & JACKSON,

WHOLESALE HARDWARE,

TIN PLATES AND METALS,

225 and 227 East Fourth Street,

ST. PAUL, MINN.

The largest stock in the City, at lowest market rates.  
Correspondence solicited.

### CORLIES, CHAPMAN & DRAKE,

(Incorporated.)

MANUFACTURERS

SASH  
BLINDS  
MOULDINGS  
HARDWOOD  
ST. PAUL

### J. P. GRIBBEN, St. Paul, Minn.

Manufacturer of and Wholesale Dealer in

CEDAR POSTS, TELEGRAPH POLES  
AND PILING,

Lumber, Lath and Shingles.

April, '83—cu.

FRANK BREUER.

WM. RHODES.

### BREUER & RHODES,

Wholesale Iron, Nails, Steel, Heavy Hardware  
and Carriage Materials,

Burden's Horse Shoes, Peter Wright's Anvils,

Bellows, Vises, Blacksmith and Wagon Supplies,

221 &amp; 223 EAST FOURTH ST.,

ST. PAUL, MINN.

April, '83—cu.

### P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY &amp; CO.

### WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854,

ST. PAUL, MINN.

April, '83—cu.

### ROBINSON & CARY,

Cor. Fourth and Wauconta Sts., St. Paul, Minn.

—DEALERS IN—

Railway, Mill, Contractors' and Mining  
Equipment and Supplies.

### C. N. NELSON LUMBER CO.

MANUFACTURERS OF

Lumber, Shingles, Lath and Mouldings.

MAIN OFFICE:

GILFILLAN BLOCK,

SAINT PAUL.

WHOLESALE YARDS:

Cloquet, Minn.

St. Paul, Minn.

May, '83—cu.

### SANDERS & MATHEWS,

MANUFACTURERS AGENTS

Foreign and American Cements,

LIME, PLASTER, HAIR, FIRE BRICK, CLAY, TILE, &amp;c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 AND 72 LOWER LEVEE,

OFFICE, 166 EAST THIRD STREET,

ST. PAUL, MINN.

May, '82—cu.

### MERRELL, SAHLGAARD & THWING

WHOLESALE DRUGGISTS,

MANUFACTURING AND ANALYTICAL

CHEMISTS,

Ore assaying a specialty.

ST. PAUL, MINN.

May, '83—cu.

### Northwestern Fuel Co.,

MINERS AND SHIPPERS.

All Grades Anthracite and Bituminous

COAL.

DISTRIBUTING DOCKS AT DULUTH, MINNESOTA.

General Office, 154 East Third Street,

ST. PAUL MINNESOTA.

March, '83—cu.



## Detroit Fire and Burglar Proof Safes and Vault Doors.

### COMBINATION LOCKS PUT ON OLD SAFES.

Locksmithing and Electric or Mechanical Bell Hanging.  
Safe Opening and Repairing a Specialty.

C. C. MILES, Gen'l Agent,

385 Jackson Street, St. Paul, Minn.

June '83-cu.

WM. LINDEKE. A. H. LINDEKE. R. WARNER. T. L. SCHURMEIER

**LINDEKES,**

**WARNER &**

**SCHURMEIER,**

WHOLESALE

## DRY GOODS AND NOTIONS,

*Miner's and Lumbermen's Suits a Specialty.*

Cor. 4th and Sibley Sts., ST. PAUL, MINN.

May, '83-cu.

BEAUPRE, KEOGH & CO.

## Wholesale Grocers,

226, 228, 230, 232, 234 & 236 EAST THIRD ST.,

ST. PAUL, MINN.

Direct Importers of Brazilian Coffees, China and Japan Teas,  
Norway Herring and Stock Fish.

May, '83-cu.

## COLBERT, HILL & CO.

WHOLESALE DEALERS IN

## WOODEN AND WILLOW WARE,

Cordage, Twines, Brushes, Paper Bags,  
Paper, Notions, &c.

403 SIBLEY STREET,

ST. PAUL, MINN.

May, '83-cu.

## The Hotchkiss & Upson Co.,

—MANUFACTURERS OF—

CARRIAGE, MACHINE, PLOW, ELEVATOR AND BRIDGE  
BOLTS, NUTS, PLATES, CAST AND WROG WASHERS,  
SKEIN AND COACH SCREWS. Also, GIMLET  
POINT COACH SCREWS.

Price List sent on Application.

June '83-cu.

CLEVELAND, O.

## MINNESOTA CHIEF,

THE BEST THRESHER ON WHEELS.

## Minnesota Giant Engine,

THE BEST STRAW-BURNING ENGINE IN THE  
WORLD.

MANUFACTURED BY THE

**N. W. M'F'G & CAR CO.,**

STILLWATER, MINN.

SEND FOR PAMPHLET AND PRICE LIST.

April, '83-cu.

Theodore Simmons,

12 National Bank Building,

CLEVELAND, OHIO.

—DEALER AND BROKER IN—

Railway and Mining Supplies.

June '83-r.

## THE "MONITOR."

A New Lifting Injector for Locomotives.



## FRIEDMANN'S PATENT LOCOMOTIVE INJECTORS,

Lifting and Non-Lifting, with all Latest Improvements.

EJECTORS FOR WATER STATIONS,

Construction Trains, etc.

OILERS, LUBRICATORS, Etc.

WATKEY'S PATENT VALVE SEAT.

**NATHAN & DREYFUS,**

NEW YORK.

Send for Descriptive Circular.

March, '83-cu.

## THE MACHINE TOOL WORKS,

FRED'K B. MILES, Engineer,

(Formerly FERRIS & MILES.)

24th and Wood Streets, Philadelphia, Pa.

## IMPROVED MACHINE TOOLS

OF EVERY DESCRIPTION.

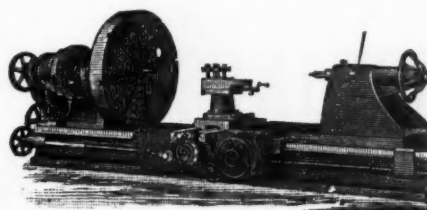
For Railroads, Machine Shops, Forges, Rolling Mills, etc.

## IMPROVED STEAM HAMMERS,

Sizes from 200 lbs. to 20 tons, with ADJUSTABLE GUIDES FOR TAKING UP WEAR; KEEPS THE DIES  
MATCHED AND PREVENTS THE BREAKAGE OF PISTON RODS.

EVERY TOOL GUARANTEED TO GIVE SATISFACTION.

March, '83-cu.



EDWARD B. SMITH.

TOWNSEND DAVIS.

**SMITH & DAVIS,**

**General Insurance Agents**

(AND FORWARDERS),

FIRE, LAKE, CANAL AND OCEAN RISKS AT CURRENT  
RATES.

Office: 200 Main St., Buffalo, N. Y.

April, '83-cu.

**DILWORTH, PORTER & CO., Limited.**

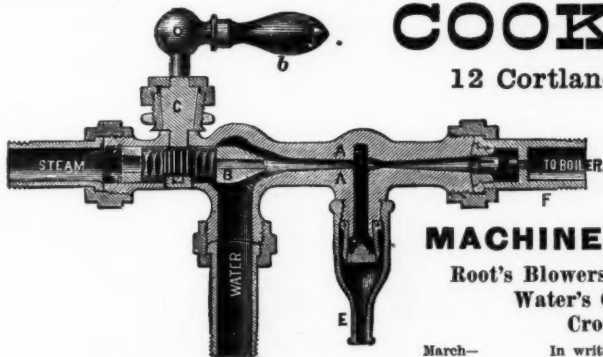
**RAILROAD**

AND

**BOAT SPIKES,**

PITTSBURGH, PA.

April, '83-cu.



## COOKE & CO.,

12 Cortlandt Street, New York,

AGENTS FOR THE

**KEYSTONE INJECTOR,**

The Simplest Known Boiler Feeder,

DEALERS IN

**MACHINERY AND SUPPLIES,**

Root's Blowers, Forges, etc., Watson's Forges,

Water's Governors, Empire Chain,

Crosby Gauges, etc., etc.

March—

In writing, please mention this paper.

## HUSSEY, BINNS & CO., PITTSBURGH.



Manufacturers of Hammered, Crucible, Cast Steel **SHOVELS,**  
And the only Plain Back Crucible Cast Steel **LOCOMOTIVE SCOOPS** Made. Guaranteed Superior to any in the Market.

**JONES & LAUGHLINS, Chicago.**

May '83-cu.

—FOR SALE BY—

**ROBINSON & CARY, St. Paul.**

**DULUTH, MINN.**

**C. H. GRAVES & CO.,**  
Wholesale Dealers in  
**SALT, LIME, CEMENT,**  
**PLASTER PARIS, &c.**

*Car Load lots shipped everywhere at lowest freight rates.*  
June, '83—cu.

A. H. WILDER, President. JAS. SEVILLE, Gen'l Manager.  
C. H. GRAVES, V. President. W. C. JOHNSON, Sec. and Treas.

**THE DULUTH IRON COMPANY,**

Manufacturers of

**Lake Superior Charcoal Pig Iron,**

Foundry, Car Wheel and Malleable.

Also, general manufacturers of Mill Machinery, Iron and Brass Founders, Machinists, and

**HEAVY AND LIGHT FORGINGS.**

July, '83—cu.

**WASSON MANUFACTURING COMPANY,**

SPRINGFIELD, MASS.

**Railway Cars,**

**Car Wheels, &c.**

**NEW YORK OFFICE,**

18 BROADWAY.

**JAMES T. PATTEN,**  
**RAILWAY EQUIPMENT,**

REPRESENTING THE

Wasson Manuf'g Co. of Springfield, Mass., Railway Cars, &c.; Portland Company of Portland, Maine, Locomotives.

**18 BROADWAY, NEW YORK.**

Jan., '83—cu.

**Portland Locomotive Works,**

PORTLAND, MAINE.

**NEW YORK OFFICE,**

18 BROADWAY.

# LIVINGSTON! LIVINGSTON! LIVINGSTON!

# MONTANA.

The New Town laid out by the Northern Pacific Railroad Company, at the last crossing of the Yellowstone River, and at the Junction of the Branch Railroad to the Yellowstone National Park.

## LIVINGSTON

is located at the east foot of the Belt Mountains, 1,030 miles west of St. Paul, where the low grades of the Yellowstone Division strike the heavy mountain grades. It is almost midway between the great lakes and the Pacific Ocean. The Railroad Company has reserved over 300 acres for the requirements of the future MACHINE SHOPS, Round Houses, Stock Yards and MANUFACTURING ESTABLISHMENTS at this point. Mines of fine bituminous

## COAL

now opened within eight miles of Livingston, and a branch track is being graded from the main line to the mines. The branch road to the NATIONAL PARK, sixty-three miles long, is now under contract to be COMPLETED NEXT JUNE. All the Tourist Travel to this Great Wonderland must pass through LIVINGSTON. Large deposits of FINE IRON ORE exist on the Park Line, near Livingston, as well as an abundant supply of excellent LIMESTONE. The Clarke's Forks

## SILVER MINES

lie directly south of Livingston. The existence of IRON ORE, LIMESTONE and COAL in close proximity to this point seem to indicate the probability that Livingston will hereafter become an important point for Manufacturing and Railroad business, as well as for general commercial trade.

The prices of lots range from \$20 to \$1,000 each, according to location. Lots purchased in blocks adjacent to passenger depot must be improved with good buildings within eight months. Other lots are without building requirements.

**TERMS:** One-quarter cash on application, balance in four, eight and twelve months, with interest at the rate of seven per cent. per annum on deferred payments.

Lots for sale at the office of the GENERAL LAND AGENT N. P. R. R., St. Paul, Minn. Plan and price list at offices of

NICKEUS, WILBUR & NICKOLS, Jamestown, Dakota,  
McKENZIE & WILCOX, Bismarck, Dakota,

Feb., '83—ct.

And FRANK BUSH, Agent Land Department N. P. R. R., Livingston, Montana.

HENRY S. MANNING.

EUGENE L. MAXWELL.

CHAS. A. MOORE.

**MANNING, MAXWELL & MOORE,**

MANUFACTURERS OF AND DEALERS IN ALL KINDS OF

**RAILWAY AND MACHINISTS' TOOLS AND SUPPLIES,**

**No. 111 LIBERTY STREET, NEW YORK.**

AGENTS FOR

The Ashcroft Manufacturing Co.  
The Consolidated Safety Valve Co.  
Morse Twist Drill and Machine Co.'s Taps, Dies, Screw  
Plates, &c.  
The Hancock Inspirator Co.  
Worcester Machine Screw Co.  
Brady's Emery Grinding Machinery.  
H. B. Bigelow & Co.'s Engines and Boilers.  
Smith's Hub Friction Clutches.  
Morgan, Williams & Co.'s Steam Hammers, Punches and  
Shears, &c.  
Gleason's Lathes and Planers.  
A. M. Powell & Co.'s Lathes and Planers.  
Fletcher & Co.'s Lathes and Screw Machines.  
F. E. Reed's Lathes and Drill Presses.  
April, '83—cu.

AGENTS FOR

Keystone Portable Forge Co.  
Midvale Steel Co.'s Tires, Axles, Forgings, and Castings.  
Huntington Track Gauges.  
Saunders' Corrugated Copper Packing and Gaskets.  
Hoopes & Townsend's Nuts, Bolts, Washers, Lag Screws  
and Rivets.  
Bett's Machine Co.'s Gauges, &c.  
Nile's Tool Works, Machine Shop and Car Tools.  
Westcott's Lathes and Drill Chucks.  
American Tool and Machine Co.'s Bras. Workers Tools.  
Brainard Milling Machine Co.  
Bignall & Keeler Mfg. Co.'s Pipe Cutting Machines.  
Valley Machine Co.'s Steam Pumps.  
Cummer Engine Co.'s Steam Engines.

**C. B. ROGERS & CO.**

MANUFACTURERS OF THE

LATEST IMPROVED

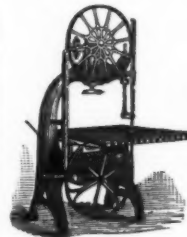
**Wood Working  
Machinery,**

FOR

Car Builders, Planing Mills, Cabinet, Carriage,  
Railroad Shops, House Builders, Sash,  
Door and Blind Makers.

**WAREROOMS: 109 LIBERTY STREET, NEW YORK.**

April, '83—cu.





# DARLING'S ADDITION TO MILES CITY, MONTANA.

MILES CITY, at the Junction of the fertile Tongue River and Yellowstone Valleys, continues to enjoy a steady growth, and is now the acknowledged metropolis of the lower Yellowstone country. It has already expanded beyond the limits of the original town plot, and an addition to the town site of Miles City has been laid out by me, and Lots are now offered at

## LOW PRICES TO INVESTORS AND SETTLERS.

Miles City is the centre of a vast Cattle-Raising District, and the distributing point for a section of country 200 miles North and South and West. It is one of the most important Towns on the whole line of the

## →✦← NORTHERN PACIFIC RAILROAD, →✦←

And has a very Large Business and a GREAT FUTURE.

For Description and Prices of Lots apply to

**C. W. DARLING & CO.,**

First National Bank Building, Fargo, Dakota Territory.

### Chicago Forge Bolt Co.,

#### BOLT MAKERS.

MACHINE BOLTS. LAG SCREWS.

RODS and BOLTS for BRIDGES  
and BUILDINGS.

BOLTS MADE TO ORDER. HOT PRESSED NUTS.

Send for Price List.

Works at Office, 93 Lake Street,  
SOUTH CHICAGO. CHICAGO.  
June '83—cu.

### M. M. BUCK & CO.,

Manufacturers of and Dealers in Supplies of every  
description for

Foundries, Machine Shops,

MILLS AND MINES,

In addition to a complete Line of Railway  
Supplies,

Roebbling Wire Rope, Machinery and Tools.

Special low freights to Northern and North-  
Western points, via St. Paul.

209 & 211 North 3d St., ST. LOUIS.

June '83—m.

T. B. CASEY, President, M. D. CARRINGTON, V.-Pres't,  
Minneapolis, Minn. Toledo, O.

### CARRINGTON & CASEY LAND COMPANY,

(CAPITAL \$500,000.)

Owens and offers for sale upwards of  
100,000 ACRES

—OF—

### Choice North Dakota Lands

In Foster, La Moure, Barnes and Ransom Counties.

Joint owner with the Northern Pacific R. R. Company  
of the town site of

### CARRINGTON,

Foster County, Dakota, forty-three miles from Jamestown,  
on line of Jamestown & Northern R. R., and at  
junction of the

### Mouse River and the Devil's Lake Branches.

R. R. opened to Carrington, April 2d. Buildings have, since  
then, sprung up like magic. Trade in nearly all lines is in  
operation. A strong bank is established. Two hotels are  
opened. Material for a large and attractive hotel is coming  
in. The most promising new town in North Dakota. The  
prospective

COUNTY-SEAT OF FOSTER COUNTY.

The same joint owners also offer lots in the

Town of Melville, Foster Co.,

Thirty-four miles from Jamestown, on the Jamestown &  
Northern R. R., and the

Town of Buttzville, Ransom Co.,

Fifty Miles from Fargo, on the Fargo & Southwestern R. R.

Address or call on

**L. R. CASEY, Gen'l Manager,**

JAMESTOWN, DAKOTA.

April—t.

### NEW YORK Locomotive Works, ROME, N. Y.

New York Office,

**34 Pine Street.**

March, '83—cu.

### THE STANDARD STEEL WORKS. LOCOMOTIVE AND CAR WHEEL TIRES.

220 S. FOURTH ST., PHILADELPHIA.

Jan., '83—cu.

### Pennsylvania Steel Company,

MANUFACTURERS OF

### STEEL RAILS

FROGS, CROSSINGS, SWITCHES

AND

RAILWAY MATERIAL,

WORKS AT STEELTON, PENN.

Office: 208 S. 4th St., Phila.

New York Office: 160 Broadway.

April, '83—cu.

### BARNUM RICHARDSON COMPANY,

SALISBURY, CONN.,

MANUFACTURERS OF

Charcoal Pig Iron from Salisbury Ores.

AND CHILLED CAR WHEELS.

Also Manufacturers of Car Castings, Frogs, Head Blocks,  
Heel Blocks, Switch Plates, Chairs, and all other  
descriptions of Castings for Railroad Super-  
structure and Equipment. All work  
from this Establishment made  
from Salisbury Iron,  
and Warranted.

POST OFFICE ADDRESS:

LIME ROCK, CONN.

Jan.—cu.

### OTIS IRON AND STEEL COMPANY, CLEVELAND, OHIO,

MANUFACTURERS OF HOMOGENEOUS CAST

### STEEL,

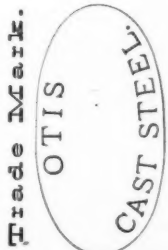
Viz: Fire Box, Boiler, Tank and Smoke Stack Plate,

LOCOMOTIVE, TRUCK, CAR AND TENDER AXLES,

Street Car Axles, Crank Pins, Piston Rods and Forgings, Soft Stay Bolt,  
Machinery and Spring Steel.

Room 24, Astor House Offices, New York.

Feb.—cu.



## Northern Pacific R. R. LANDS FOR SALE.

### THE BEST HOMES

For 10,000,000 People now await  
occupancy in  
MINNESOTA, DAKOTA,  
MONTANA, IDAHO,  
WASHINGTON AND OREGON.

## THE MATCHLESS Northern Pacific Country.

2,000,000 FAMILIES

10,000,000 SOULS!

Of the great population—no one can predict how great it will become—which will soon inhabit this region, the new comers from the older States will be the first families and leaders, socially and politically, in this newly opened section of the United States. They will all become prosperous and many will acquire fortunes in a short period, by turning the vast wheat producing lands, ready for the plow into productive farms; by stock raising on the immense grazing ranges; by developing the resources of the extensive forests and mineral districts; and by investments in the thriving new towns opened for settlement all along the line of the

**Northern Pacific Railroad,**  
IN MINNESOTA, DAKOTA, MONTANA,  
IDAHO, WASHINGTON and OREGON.

All persons intending removal, and settling in a new country, should visit this region before deciding upon a location elsewhere, as it produces

## Large and Sure Crops Every Year

And all the people are prosperous. While large numbers have secured a competency, many have acquired wealth, and thousands have made fortunes this Year.

Come and examine a country which speaks for itself more favorably as to its great superiority over any other section, than any written descriptions can portray, and where every man can make an independent fortune.

**LANDS!** Millions and Millions of acres of low-priced Lands for sale by the Northern Pacific R. R. Co. on easy Terms, and an equal amount of Government Lands lying in alternate sections with the railroad land, are offered free to actual settlers, under the Homestead, Preemption and Tree Culture Laws. They are the cheapest and most productive lands ever offered for sale by any railroad company, or open for settlement under United States laws.

## TERMS OF SALE OF NORTHERN PACIFIC RAILROAD LANDS.

Agricultural lands of the Company, east of the Missouri River, in Minnesota and Dakota, are sold chiefly at \$4 per acre, and the preferred stock of the Company will be received at par in payment. When lands are purchased on time, one-sixth Stock or Cash is required at time of purchase, and the balance in five equal annual payments, in Stock or Cash, with interest at 7 per cent.

The price of agricultural lands in Dakota, west of the Missouri river, and in Montana, ranges chiefly from \$2.50 to \$4 per acre. If purchased on time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.50 to \$5 per acre. If purchased on time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest 7 per cent. per annum.

**FREE!** For Maps and Publications **SENT FREE OF CHARGE**, and for all information, apply to or address either

P. B. GROAT,  
Gen'l Emigration Agent, St. Paul, Minn.

OR  
CHAS. B. LAMBORN,  
Land Commissioner, St. Paul, Minn.

Jan. '83-t.

## WILLIAM SELLERS & CO., PHILADELPHIA.

### Iron and Steel Working Machine Tools

For Railways, Machine Shops, Forges, Rolling Mills, etc.

## TURN-TABLES, PIVOT BRIDGES,

SHAFTING, ETC.

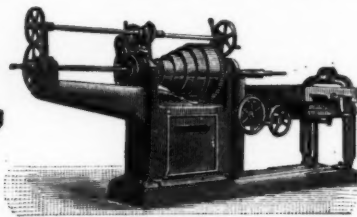
### TWEEDLE'S HYDRAULIC RIVETER.

## The 1876 Locomotive Injector

ALL BRASS—WORKED BY ONE MOTION OF A LEVER.

BRANCH OFFICE—79 LIBERTY STREET, NEW YORK.

Jan. '83-cu.



FOR ANY AND ALL USES.

DEALERS IN  
FISH NETS, SEINES AND TWINES,

AND ALL

**FISHING**

MATERIALS.

GEO. B. CARPENTER & CO.,

(SUCCESSORS TO GILBERT BURGESS & CO.)

202 to 208 South Water Street, Chicago.

SEND FOR CIRCULAR.

## THE NEW CITY OF LISBON, DAKOTA,

COUNTY SEAT OF RANSOM COUNTY, on the FARGO  
AND SOUTHWESTERN RAILROAD, is having a

### REMARKABLE GROWTH.

It is in the centre of the finest farming region in North Dakota. Although not a year old, it already has

STORES, MILLS, SHOPS, HOTELS,  
NEWSPAPERS AND BANKS.

There are excellent openings for business in the town, and for new settlers on the rich wheat lands near by.

Eligible Building Lots for Sale at Low Prices.

Address,

MARSH & HOLT, or  
J. N. WISNER,

Lisbon, Dakota.

June '83-r.



**RICHARD DUDGEON,**  
24 COLUMBIA STREET, NEW YORK;

MAKER AND PATENTEE OF

**Improved Hydraulic Jacks,**  
PUNCHES, BOILER-TUBE EXPANDERS,  
**DIRECT ACTING STEAM HAMMERS,**

Communications by letter will receive prompt attention

Jacks for Pressing on Car Wheels or Crank Pins Made to order.  
March, '83-cu.

## "THE MURPHY VARNISHES"

ARE USED BY THE LEADING

CARRIAGE MANUFACTURERS,

PASSENGER CAR BUILDERS,

AGRICULT'L IMPL'NT MANF'RS,

RAILROAD COMPANIES,

HOUSE PAINTERS, GRAINERS,

FURNITURE MANUF'RS, ETC.

—BECAUSE—

They have been found the most Reliable and in all respects

THE BEST IN THE WORLD.

**MURPHY & COMPANY,**

231 Broadway, New York.  
April, '83-r.

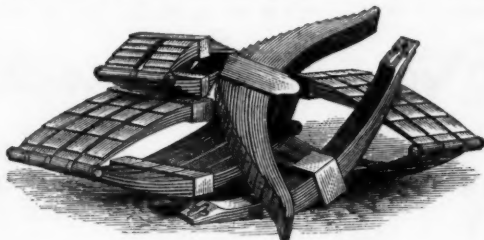
566 Canal St., Cleveland, O.

202 South Fourth St., St. Louis, Mo.



**PITTSBURGH CAST-STEEL SPRING WORKS.**

MANUFACTURERS OF  
EXTRA  
**TEMPERED**  
LIGHT  
ELLIPTIC  
**Cast-Steel**  
SPRINGS.



WITH PATENT HOT COM-  
PRESSED BANDS  
FOR  
**RAILROAD**  
CARS  
AND  
**LOCOMOTIVES.**

CALVIN WELLS.

A. FRENCH &amp; CO.,

AARON FRENCH

Office and Works, Corner of Liberty and 21st Streets, PITTSBURGH, PA.

NEW YORK,  
115 Broadway, Room 88,  
H. A. LITTLE, Agt.  
Jan., '83—cu.

BOSTON,  
Room 52, Mason Building,  
JOHN KENT, Agt.

CHICAGO,  
246 Clark Street,  
GEO. W. MORRIS, Agt.

ST. LOUIS,  
209 N. Third St.,  
M. M. BUCK & Co., Agts.

THE  
**GEORGE PLACE MACHINERY COMPANY,**

—RAILWAY—  
AND

**MACHINE SHOP EQUIPMENT.**

Iron and Wood-working Machinery of every description.

**PATENT COLD ROLLED SHAFTING.**

Self-Oiling Hangers, Pulleys, Sturtevant Blowers, Vises, Belting,

**CORLISS ENGINES, Etc.**

121 Chambers and 103 Reade Sts., New York.

P. O. Box 1119.

Feb., '83—cu.

**UNION BRASS MFG. CO.,**

CHICAGO, ILL.,

MANUFACTURERS OF

**CAR TRIMMINGS,**

THE

**Hartley Reclining and Revolving Chairs,**

(now in use on many of the leading Railroads),

**REVOLVING CHAIRS FOR PARLOR CARS,**

AND THE CELEBRATED

**SEARLE HOT WATER HEATER,**

The most popular and best Heater extant.

**THE ORME LOCOMOTIVE VALVE,**

THE BEST IN THE MARKET.

**ALSO WOOD CEILINGS FOR CARS.**

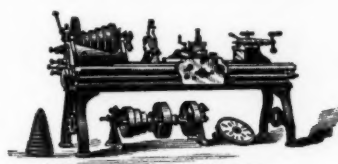
WORKS:

OFFICE:

97 to 109 Ohio St., 103 Ohio Street,

**J. HALL DOW, Pres't.**

April, '83—cu.



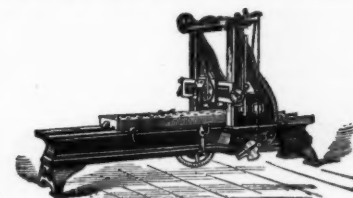
**POTNAM MACHINE CO.**  
FITCHBURG, MASS., U.S.A.

**MACHINISTS' TOOLS, STEAM ENGINES,**

WOODWORTH PLANERS, WATER WHEELS,

MILL WORK, SHAFTING, &amp;c.,

Salesrooms, 115 Liberty St., NEW YORK.

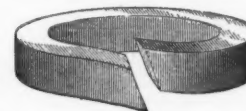
**VERONA TOOL WORKS,****METCALF, PAUL & CO.,**

McCance's Block, Seventh Ave., and Liberty St., Pittsburgh, Pa.

MAKE A SPECIALTY OF SOLID STEEL

**Railroad Track Tools,**

ALSO, SOLE MANUFACTURERS OF

**THE PATENT VERONA NUT LOCK.**Send for Catalogue.  
April, '83—cu.

Branch House, 22 &amp; 24 West Lake St., Chicago.

**STANDARD JOURNAL BEARINGS,****LEAD-LINED, SELF-FITTING.**

Adopted by the Leading Railways in this Country and Canada.

MANUFACTURED, SOLD AND GUARANTEED BY

**D. A. HOPKINS, Patentee, 113 Liberty Street, New York.**

FOUNDRIES: JERSEY CITY, N. J.

In the patent fight between "LeRoy" and "D. A. Hopkins," an emphatic decision in favor of "Hopkins" was rendered January 3d, 1883.

Feb., '83—cu.

**CLEVELAND WHEEL AND FOUNDRY WORKS.**

MAHER &amp; BRAYTON, Proprietors,

MANUFACTURERS OF

Car, Engine, Truck and Tender Wheels, Railroad, Rolling Mill and Machinery Castings, and Street Railroad Wheels and Turnouts;

Also, **CHILLED FACED RAILROAD FROGS.****OFFICE, 20 CARTER STREET,**

Works, Corner Carter and Collins Streets, Cleveland, O.

March, '83—cu.

ESTABLISHED BY GEO. PILLSBURY.....1855.

**Janney, Brooks & Eastman,**  
WHOLESALE

**HARDWARE, IRON,**

RAILWAY AND MILL SUPPLIES, Etc.,  
Nicollet Avenue, Bridge Square and First Street,  
MINNEAPOLIS, MINN.

Our stock is unequalled in extent and variety in the Northwest. Car loads of Iron, Nails, Paper, etc., from Stock or Mills. Prices in competition with any market. Mail inquiries solicited.  
April, '83—cu.

## BETHLEHEM STEEL RAILS

GEO. A. EVANS, Agent,  
No. 74 WALL STREET,  
NEW YORK.

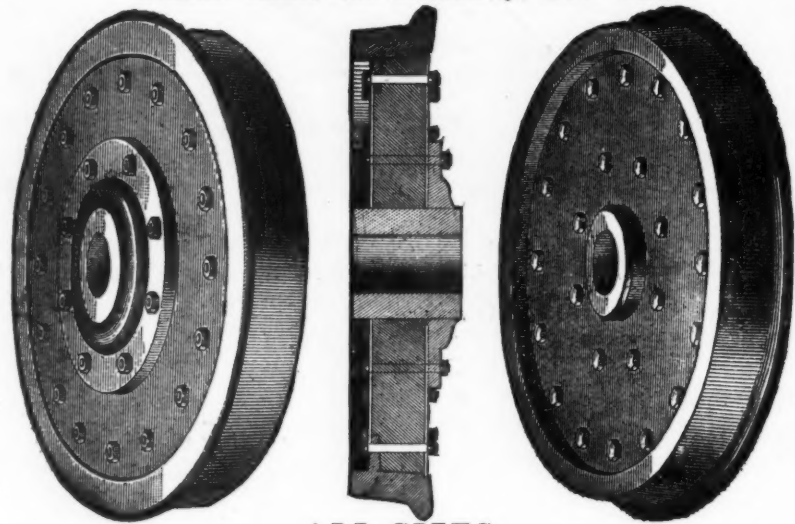
Jan. '83—cu.

KEUFFEL & ESSER,  
127 FULTON & 42 ANN STREETS, New York.  
IMPORTERS AND MANUFACTURERS OF  
INSTRUMENTS AND MATERIAL  
FOR  
RAILROAD ENGINEERS.

All Goods Warranted. Send for Illustrated Price List.  
Feb., '83—cu.

## ALLEN PAPER CAR WHEEL COMPANY,

General Office, 240 Broadway, New York.



ALL SIZES.

Steel tires with annular web and non-conductive paper centres. Especially adapted to Passenger Equipment, Locomotive and Tender Trucks. Gold Medals awarded at Boston and Atlanta Expositions for the BEST, SAFEST and most ECONOMICAL wheel in use. 74 manufactured in 1877; 13,000 in 1881. Facilities for making 20,000 in 1882.

A. G. DARWIN, President.  
March, '83—cu.

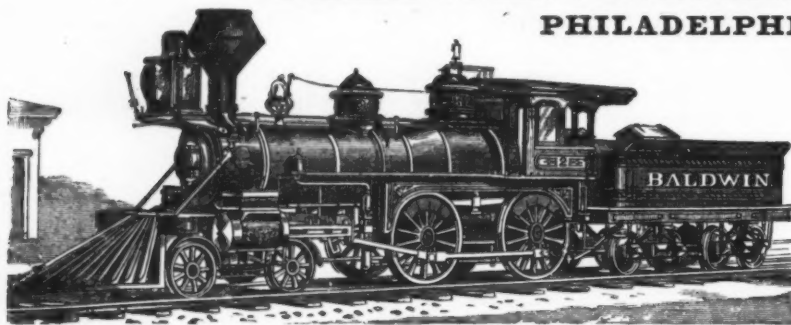
C. H. ANTES, Secretary.

J. C. BEACH, Treasurer.

ESTABLISHED  
1831.

## BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, U. S. A.

ANNUAL  
CAPACITY, 600.



BURNHAM, PARRY, WILLIAMS & CO., Proprietors,  
MANUFACTURERS OF

### LOCOMOTIVE ENGINES,

Adapted to every variety of service, and built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Noiseless Motors and Steam Cars for Street Railways, Etc.

Illustrated catalogues furnished on application of customer.

ALL WORK THOROUGHLY GUARANTEED.  
March, '83, cu.

## PENINSULAR CAR WORKS, DETROIT, MICH.

OPERATING CAR WORKS at DETROIT and ADRIAN, MICH.,  
AND DETROIT STEAM FORGE.

### FREIGHT CARS OF EVERY DESCRIPTION.

CAR WHEELS AND CASTINGS.  
Feb. '83—cu.

BEST HAMMERED IRON AXLES.

## WILSON & ROGERS,

—WHOLESALE DEALERS IN—

Engines, Boilers, Machinery, Steam Pumps, Lift and Force Pumps, Wrought and Cast Iron Pipe, Brass Goods; supplies of every description for Mills, Railroads, Mining Companies, Brewers, Plumbers, Gas and Steam Fitters, Contractors, etc.

316 & 318 ROBERT STREET, ST. PAUL, MINN.

April, '83—cu.

## Cambria Iron and Steel Works.

The Cambria Iron Co.

Having enjoyed a reputation for more than a quarter of a century for fair dealing and excellence of its manufactures, has now a capacity of

150,000 TONS OF IRON AND STEEL RAILS  
And most approved patented

Railway Fastenings.

Address:

CAMBRIA IRON COMPANY,

218 South Fourth Street, Philadelphia,

or at Works, Johnstown, Pa.,

or Lenox Smith, Selling Agt., 46 Pine St., New York.

April, '83—cu.

The Cambria Iron Co.

Having acquired the entire ownership of the

WIRE AND STEEL MILLS

Of the GAUTIER STEEL CO., Limited, will continue to produce all their specialties, such as Merchant Steel, Plow Steel, Wagon and Carriage Springs, Rake Teeth and Harrow Teeth, Agricultural Implement Steel and

ALL KINDS OF WIRE,

Well known for superior quality of material and excellence of workmanship.

Address:

GAUTIER STEEL DEPARTMENT,

PHILIP E. CHAPIN, Gen'l Sup't., Johnstown,

New York Warehouse, 81 John St.

Philadelphia Warehouse, 523 Arch St.

IMPORTANT TO  
RAILROAD MANAGERS AND MASTER MECHANICS.

## SIBLEY'S Perfection Valve Oil.

Most perfect lubrication insured, and guarantee entire freedom from corrosion and honey-combing of Cylinders, and destruction of joints of Steam Chest by fatty acids.

In exclusive use upon thirty railroads. References furnished upon application.

Make exclusive specialty of Valve and Signal Oils for railroad use.

### SIGNAL OIL WORKS,

J. C. SIBLEY, Manager,

Franklin, Pa.

June, '83—cu.

## THE OLD RELIABLE HALLADAY STANDARD WIND MILL, 27 YEARS IN USE.



GUARANTEED

Superior to any other make.

17 Sizes—1 to 40 H. Power

Adopted by U. S. gov-

ernment at forts and

garrisons and by all

leading railroad com-

panies of this and

other countries.

Also the Celebrated

I X L FEED MILL,

which can be run by any power and is cheap, effective and durable.

Will grind any kind of small grain into feed at the rate of 6 to 25

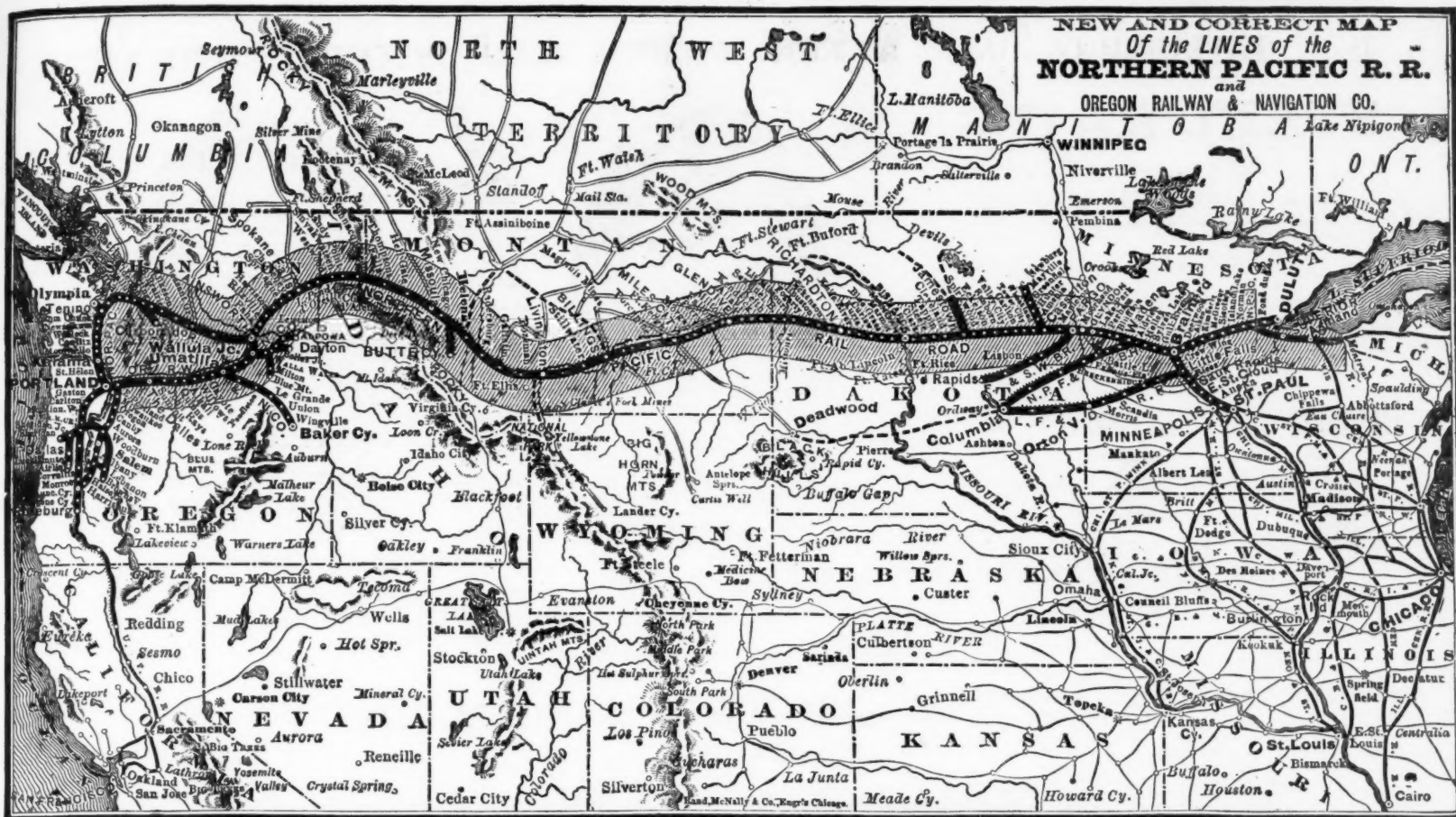
bushels per hour, according to quality and size of mill used. Send

for Catalogue and Price-List. Address

April, '83—r.

U. S. Wind Engine & Pump Co., Batavia, Ill.





## THE NORTHERN PACIFIC RAILROAD.

— ONLY RAIL ROUTE TO THE —

## YELLOWSTONE NATIONAL PARK.

THE GREAT FEATURE of pleasure travel for the season of 1883 will be excursions to the Wonderland of the World, the Yellowstone National Park, with its enormous geysers of boiling water, its magnificent waterfalls, its great cañon tinted with brilliant metallic hues, its mud volcanoes, its petrified forests, its lovely lake and towering mountain peaks. The Park Branch of the Northern Pacific Railroad will be open by the end of June. It leaves the main line at Livingston, Montana, so that tourists can go all the way to the border of the Park in Pullman cars. Stages will convey them from the Railroad terminus to the new hotel, now in process of erection, where carriages, guides, and saddle horses will be furnished for visiting all the many wonderful features of this great pleasure-ground of the nation.

Tourists who desire to camp out and hire tents and camp equipment and engage servants, can do so either at Billings or at Livingston. An excellent guide book to the Park, profusely illustrated, and giving all information likely to add to the comfort, enjoyment and knowledge of the traveler, has just been published by G. P. Putnam's Sons, New York (price 40 cents). It is the only book which systematizes travel in the Park by carefully-planned routes, fully described and indicated on a correct map prepared from Gov-

ernment Surveys. The Tourist's Season, we may add, begins about the middle of June.

Now, a word about Montana. The Northern Pacific is the only rail route to Miles City, Billings, Bozeman, Helena, and the attractive new regions of this vast territory, now inviting emigration by its immense cattle ranges, its beautiful irrigable valleys and its rich mines of gold and silver. Enterprising farmers, stock raisers, miners and business men who go to Montana this year, will reap the advantages of the boom which follows the opening of railroad communication by the Northern Pacific road through its entire length.

About Northern Dakota, we need hardly remind settlers and travelers that the Northern Pacific is the only road to this whole, rich, prosperous and rapidly-growing region, except the Red River Valley, and the best road to that section.

Do we need to say more? Yes, one word about the comforts of travel. Pullman cars run over the road, and they are complete and elegant in every appointment, having been built expressly for this line from the latest and most improved patterns. The finest Dining Cars in the land, in which first-class meals will be served en route at 75 cents.

G. K. BARNES,

General Passenger Agent, St. Paul.

H. HAUPT,

General Manager, St. Paul.

A. ROEDELHEIMER, General European Agent, 20 Water Street, Liverpool.

**B. D. BUFORD & CO.,**

MANUFACTURERS OF  
GANG AND SULKY PLOWS,  
PRAIRIE BREAKERS,  
BRUSH BREAKERS,  
STERRING PLOWS,  
ROAD PLOWS,  
ROAD SCRAPERS,  
CULTIVATORS, HARROWS, etc.

Send for Catalogue.

**B. D. BUFORD & CO.,**

DEALERS IN  
WAGONS,  
SPRING WAGONS,  
BUGGIES, CARRIAGES,  
ROAD CARTS,  
SEEDERS, DRILLS,  
MOWERS,  
HAY RAKES, etc.

April, '83—cu. Corner of Third Street and Broadway, ST. PAUL, Minn.

—THE—  
**HAMBURG-AMERICAN PACKET CO.**



DIRECT WEEKLY LINE

—TO—  
ENGLAND, FRANCE AND GERMANY,

Carrying the United States French and German Mails.

Leave New York every Thursday and every Saturday.

For PLYMOUTH (London), CHERBOURG (Paris), and HAMBURG.

Returning the Steamers leave HAMBURG every WEDNESDAY and every SUNDAY, via HAVRE, taking passengers from SOUTHAMPTON and LONDON.

**C. B. RICHARD & CO.,**

General Passenger Agents.

No. 61 BROADWAY, NEW YORK.

Or to any of their Agents throughout the United States and Canada.

Jan., '83—cu.

**SUTTON & CO.'S  
DISPATCH LINE,  
FIRST-CLASS CLIPPER SHIPS,**

—FOR—  
San Francisco and Portland, Oregon,  
—FROM—  
New York and Philadelphia.

This Line is composed of the finest and best clipper ships afloat, and sail every week or ten days, according to the season of the year.

Shippers from out of the city may consign their freight direct to us, sending us shipping receipts by first mail, when their goods will receive our best attention, FREE OF COMMISSION.

By having our lines from New York and Philadelphia, we are enabled to offer UNEQUALLED INDUCEMENTS. Please address

**SUTTON & CO.,**

82 SOUTH STREET, NEW YORK.

Or 147 S. FRONT STREET, PHILADELPHIA.

JOHN ROSENFELD,

CONSIGNEE IN SAN FRANCISCO.

Messrs. ALLEN & LEWIS, PORTLAND, OREGON.

Jan. '83—cu.



**BERKEY, TALLMADGE & CO.,  
TEA JOBBERS,  
COFFEE ROASTERS,  
SPICE GRINDERS.**

—MANUFACTURERS OF—

**BAKING POWDER AND FLAVORING EXTRACTS,  
ST. PAUL, MINN.**

June '83—cu.

**THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.**

**Galena Engine, Coach and Car Oil.**

GRAVITY 26°, 27°, 28°, 29°; COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

**SHOWING BETTER RESULTS THAN ANY OIL EXTANT.**

References furnished on application.

**GALENA OIL WORKS (Limited),**

FRANKLIN, PA.

CHAS. MILLER, Pres't and Gen'l Manager.

Mar., '83—cu.

**CRERAR, ADAMS & CO.,**

MANUFACTURERS AND DEALERS IN

**Railway Supplies,**

AND IMPORTERS OF

**JESSOP'S ENGLISH STEEL,**

And best English Crucible Steel and Charcoal

**IRON WIRE ROPE**

For Hoisting and Mining Purposes.

11 AND 13 FIFTH AVE., CHICAGO, ILL.

April, '83—cu.

**MACHINE TOOLS**

OF ALL KINDS FOR

**RAILROADS & MACHINE SHOPS**

New York Agent for

BROWN & SHARPE MANUF. CO.

AMES MANUF. CO., Lathes, &c.,

PRENTICE BROS. DRILLS,

BRIDGEPORT MACHINE TOOL WORKS,

Lathes and Planers.

**E. P. BULLARD,**

14 Dey St., New York.

April, '83—cu.

THE  
**Adams & Westlake Mfg. CO.,**

MAKERS OF

THE WIRE GAUZE NON-EXPLOSIVE

**OIL STOVE,**

FOR HEATING AND COOKING PURPOSES.

Cooking for a large family can be done at a small expense. Beautifully Finished, Perfect Workmanship, Absolutely Safe and Free from Odor.

—ALSO—

**Passenger, Parlor and Postal Car Lamps,**

Locomotive Headlights, Switch, Signal, Station

Lamps, and General Railway Specialties.

CHICAGO,

NEW YORK,

BOSTON,

Franklin & Ontario Sts. 100 Beekman Street.

45 Summer Street.

March—'83 cu.

